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Free wheeling adds to safety, for slip-  
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HONG KONG & SHANGHAI HOTELS, LTD.  
(Incorporated in Hong Kong.)

# China Mail

ESTABLISHED  
1845

TO-DAY'S DOLLAR.—The  
closing rate of the dollar on  
demand, to-day was 11½d.



Local Branch. Pedder Bldg. Tel. 24554.

No. 27,862

HONG KONG, THURSDAY, JULY 30, 1931.

PRICE \$3.00 Per Month.

## CABLE COMPANIES LOSSES.

Committee to Enquire  
Into the Position.  
IMPERIAL COMMUNICATION.

London, Yesterday.  
Reuter is authorised to state  
that the Imperial Commu-  
nications advisory committee (on  
which are represented the Gov-  
ernments of the United King-  
dom, Canada, Australia, New  
Zealand, South Africa, the Irish  
Free State and India), in con-  
sultation with the Court of the  
Imperial and International Com-  
munications Limited, has ap-  
pointed a committee to inquire  
into the position of the Imperial  
and International Commu-  
nications Limited and all matters re-  
lated thereto, and bearing thereon,  
including the causes and  
consequences of the great dis-  
crepancy between the standard  
revenue and the present earnings,  
and to suggest measures, which  
will remedy the present situa-  
tion.

The Committee will be com-  
posed of the following: Mr. Wilfrid  
Greene, K.C., (Chairman), Lord  
Ashfield and Messrs. Lawrence,  
Dunlop, and Holt.—Reuter.

Figures for June.

The estimated traffic receipts  
of the Imperial and International  
Communications, Ltd., for June,  
1931, amounted to £374,302 as  
compared with £413,471 in June  
last year.

The aggregate receipts for the  
period of January to June, 1931,  
were £2,383,949 as compared with  
£2,807,723 during the same period  
of 1930.

£21,500 must be deducted from  
the message receipts for June,  
1931, in making a comparison  
with 1930, owing to the changed  
conditions of sharing traffic.

## CHINESE CUSTOMS REVENUE.

Nanking & the Canton  
"Rebels."

BANKERS WARNED.

Shanghai, Yesterday.  
The Finance Minister, Mr.  
T. V. Soong, issued the follow-  
ing statement this afternoon:

"As the obligations charged on  
the Customs revenue, namely  
foreign loans and indemnities,  
national loans and appropriation  
of unsecured domestic and for-  
eign indebtedness, are secured on  
the revenue as a whole and not  
on any specific part thereof, and  
as the so-called five per centum  
revenue is totally inadequate to  
meet these obligations, and as the  
Canton 'rebels' are now arbit-  
rarily appropriating for their  
own use the whole additional  
duties collected in the Liang-  
kwang ports which are necessary  
for the full service of the above  
obligations, it follows that the  
Canton 'rebels', in proposing the  
issue of premium bonds secured  
on the additional duties are not  
only infringing the integrity of  
the Customs service, but are also  
usurping the recognised rights  
of bondholders in the above-  
mentioned foreign and national  
obligations.

"In view of these facts, the  
Finance Minister notifies bank-  
ers and merchants, and all whom  
it concerns, that any issue of  
bonds, whether premium bonds  
or ordinary loan bonds, put out  
by the Canton 'rebels' and  
secured on the Customs revenue,  
are null and void, and will not be  
recognised in any way by the  
Government as having any claim  
on the national funds."—Reuter.

## BACK FROM BERLIN.

Premier Says Meeting  
Was Successful

RETURN BY AIR

London, Yesterday.  
The Prime Minister, Mr. Ramsay  
Macdonald, who left Berlin this  
morning for London, said in a  
statement issued at London Aero-  
club, that the meeting of the  
League of Nations Council, which  
he had attended, had been a  
very successful one, and that he  
was glad to be able to return  
home by air.

## THE SECOND TEST

ENGLAND'S GOOD  
POSITION.

## TWO CENTURIES SECOND WICKET PARTNERSHIP.

London, Yesterday.  
The weather was fine to-day  
when 15,000 spectators witnessed  
D. R. Jardine win the toss for  
England. The wicket was on the  
soft side but this did not deter  
the Surrey player in the least and  
he sent out Sutcliffe and Bakes-  
well to open the England innings.  
The pair batted well and the  
century looked like appearing for  
the first-wicket partnership when  
a regrettable misunderstanding  
caused Bakeswell's downfall as  
the result of a run out decision.  
84—40. Joined by K. S.  
Duleepsinhji, Sutcliffe continued  
to bat well and the luncheon in-  
terval found the pair still to-  
gether with 113 runs on the  
board, Sutcliffe being 52 and  
"Duleep" 20.

Rain fell during the interval  
and the resumption of play was  
delayed until 3.25 p.m. A crowd  
of 20,000 saw Sutcliffe and  
Duleepsinhji add 84 runs before  
the players again adjourned, this  
time for the tea interval. Sut-  
cliffe was then 79 and Duleep-  
sinhji 77.

After the tea interval both  
players completed their centuries  
and it was not until 262 runs  
were on the board that the New  
Zealanders met with their second  
success. Duleepsinhji, when 109,  
boiled up a ball from Allott to  
Weir at cover point and that  
fieldsmen made no mistake with  
his hands. The young Indian  
had played a faultless innings  
which included thirteen boundary  
hits, and he had aided Sutcliffe to  
add 178 runs in 130 minutes for  
the second wicket.

As is nearly always the case  
when a big partnership is broken  
up, Sutcliffe left nine runs later  
as the result of a clever piece of  
work by James behind the stumps.  
He played a chanceless innings  
which lasted 240 minutes and in-  
cluded ten boundaries.

Hammond and Ames saw the  
third century holsted and were  
together at the close of play,  
Hammond being not out 35 and  
Ames 9.—Reuter.

Scores:—  
England—First Innings.  
Sutcliffe st. James, b Vivian 117  
Bakeswell run out ..... 40  
K. S. Duleepsinhji, c Weir,  
b Allott ..... 109  
Hammond, not out ..... 35  
Ames, not out ..... 9  
Extras ..... 2

Total (for 3 wks.) ... 312  
Fall of the wickets:—  
1 for 84; 2 for 262; 3 for 271.

## COASTGUARD FORCE TO BE INCREASED.

Formation of a Life  
Saving Corps.

PUBLIC ELIGIBLE.

Rugby, Yesterday.  
It is disclosed in the report of  
the Departmental Committee ap-  
pointed to inquire into the effec-  
tiveness and adequacy of the coast-  
watching organisation, that the Board  
of Trade is planning the formation of  
a Coast Life Saving Corps of be-  
tween 6,000 and 8,000 members to  
assist the present Coast Guard  
Service. The Corps would be se-  
lected from the existing Life Sav-  
ing Companies and Brigades from  
Boy Scouts, Sea Cadets, Girl Guides  
and members of the public over 18  
and would be trained in the use of  
life saving appliances. The Corps  
would be under the command of the  
Board of Trade, and would be  
responsible for the rescue of life-  
boats and the saving of lives from  
the sea. The Board of Trade is  
also planning to increase the num-  
ber of life boats on the coast, and  
to improve the equipment of the  
existing life boats.

## OPERATION ON MR. LOYD GEORGE.

Liberal Leader Still in  
Good Condition.  
PREMIER'S SYMPATHY.

Rugby, Yesterday.  
The operation on Mr. Lloyd  
George was performed this morn-  
ing to remove the causes of the  
haematuria from which he is  
suffering.

His condition has been the sub-  
ject of many enquiries during the  
day including one from the King,  
and was the Prime Minister's first  
question on alighting at Hendon  
Aerodrome from Berlin.

A statement issued to-night says  
that so far Mr. Lloyd George's  
condition continues to be satisfac-  
tory.—British Wireless Service.

Earlier News.  
London, Yesterday.

Mr. Lloyd George was success-  
fully operated on early this morn-  
ing in his London home at Ken-  
sington.

The doctors present included  
the King's physician, Lord Daw-  
son of Penn, and three others.

All members of the family  
were present in an adjoining  
room. Dame Margaret having  
hurried back from North Wales.

An official bulletin says: "The  
cause of the haematuria has  
been completely removed, and  
considering its severity the pa-  
tient's condition so far is satis-  
factory."—Reuter.

## BRITISH BARONET ON FRAUD CHARGE.

Sir Arthur Wheeler  
Appears in Court.

£23,000 INVOLVED.

London, Yesterday.  
While the Kysant case is near-  
ing a close, another case in which  
a well-known figure is involved,  
has opened at Leicester Police  
Court. This is Sir Arthur  
Wheeler, Bt., formerly head of  
one of the largest firms of out-  
side brokers in Britain who, to-  
gether with his partner, George  
Victor Smith, appeared on 26  
summonses alleging that they  
fraudulently converted £23,000.  
—Reuter.

## ATLANTIC FLIERS REACH WALES.

Airmen's Battle Against  
Blinding Fog.

FORCED LANDING.

London, Yesterday.  
The American flyers, Pang-  
born and Herndon, landed at  
Moyle Grove, Pembrokeshire,  
Wales, at 7 p.m. to-day.  
Flying Blindly.  
The flyers were forced down  
owing to thick fog, through  
which they flew, practically  
blindly across the whole Atlan-  
tic.—Reuter.

## GERMAN FINANCIAL CATASTROPHE.

1931 Revenue 314,000,000  
Marks Below 1930.

MINISTER'S GLOOM.

Berlin, Yesterday.  
The revenue for the first quar-  
ter of 1931 is 314,000,000 marks  
below that of the corresponding  
period of 1930, which is "a catas-  
trophe," says the Minister of  
Finance.—Reuter.

## DEAF MUTE'S LAPSE

Three months' hard labour was  
the sentence Mr. E. H. Williams  
passed on a Chinese deaf mute this  
morning, who was found guilty of  
the theft of two silver dollars from  
a compartment on a train in the  
Victoria Road Central station.  
The complainant told the Court  
that while standing on the train  
he saw a deaf mute, who was  
sitting on the floor, take a silver  
dollar from his pocket, and  
turning round, seized hold of  
the complainant's hand, and  
pulled it towards him, and  
the money was taken from his  
pocket.

## EUROPEAN CHARGED WITH THEFT.

Sequel to Alleged  
Swindle.  
JEWELLER'S LOSS.

The case against Vasil Palecek,  
who was yesterday charged at the  
Kowloon Magistracy in connection  
with the jewel swindle, was fur-  
ther remanded until August 5, on  
his second appearance this morn-  
ing.

## IN DIRE STRAITS.

Destitute British and  
Dutch Subjects.

Two vagrants, Edward Ellis, a  
British subject, and Yohanas, a  
native of the Dutch East Indies,  
were brought before Mr. Williams  
in the Central Police Court this  
morning.

Sergeant Mottram said that  
Ellis missed his ship, the Orduna,  
London, To-day.

Over twenty years' discussions,  
preparations, plans, schemes, and  
models, which were just nearing  
fruition to reconstruct the Char-  
ing Cross bridge and beautify  
and improve a large section of  
West-Central London, have sud-  
denly been killed by the decision  
of the Government that it is now  
unable to grant £12,000,000 to-  
ward the cost as previously con-  
templated.—Reuter.



To-day is the anniver-  
sary of the accession of  
King Victor Emmanuel III.  
of Italy in 1900.

at Manila, and had stowed away  
from Hong Kong on the President  
Taft. He had not been discover-  
ed here, but, being without any  
means, he gave himself up on  
Tuesday as a destitute.

It was stated that Yohanas  
came from Java several weeks  
ago, and had the intention of go-  
ing to Amoy to learn to drive a  
motor car. He was found wan-  
dering in the streets.  
Both were committed to the  
House of Detention.

## FINE — MEANTIME.

The Royal Observatory's  
weather report to-day states:  
A typhoon or depression is  
central about 300 miles E. of  
Manila, moving W.N.W.  
A feeble depression is central  
to the South of Hanoi.  
Forecast:—E. winds, moder-  
ate; fine.

Typhoon Warning.  
The American Consulate-  
General received the following  
typhoon warning from the  
Manila Observatory at 11.50  
a.m. to-day:—  
"Typhoon in about 120 de-  
grees Long. E. and 17 de-  
grees Lat. N. moving N.W.  
If the typhoon comes through  
the Balintang Channel it may  
strike Luzon."

Rainfall for 24 hours ended  
at 10 a.m. to-day, 0.82 inch.  
Total since January 1—16.29  
inches against an average of  
51.10 inches—(deficit) 4.81  
inches.

Temperature.  
The temperature at certain  
specified centres this morning  
at 6 o'clock was:  
Hong Kong ..... 77  
Macao ..... 77  
Prata Island ..... 69  
Madill ..... 76  
Popeye ..... 88  
Amoy ..... 81  
Swatow ..... 79  
Charco ..... 73  
Shanghai ..... 73

## SHOCK FOR LONDON COUNTY COUNCIL.

No Grant to Aid New  
Bridge Construction.  
OFFER NOT RENEWED.

Rugby, Yesterday.  
Regarding the new bridge at  
Charing Cross, for the construc-  
tion of which the London County  
Council decided last week to pro-  
mote a Parliamentary Bill, the  
Minister of Transport, Mr. Mor-  
rison, has informed the Council  
that the Government, having re-  
viewed the position in the light  
of all the circumstances, includ-  
ing the present serious economic  
situation, had decided that it was  
not possible to renew the pre-  
vious offer of a 75 per cent. grant  
from the road fund to-  
ward the cost of the bridge.—  
British Wireless Service.

London, To-day.

Over twenty years' discussions,  
preparations, plans, schemes, and  
models, which were just nearing  
fruition to reconstruct the Char-  
ing Cross bridge and beautify  
and improve a large section of  
West-Central London, have sud-  
denly been killed by the decision  
of the Government that it is now  
unable to grant £12,000,000 to-  
ward the cost as previously con-  
templated.—Reuter.

## ECONOMIC STATE OF EUROPE.

Chancellor Declines to  
Make a Statement.

SNUB FOR BALDWIN.

Rugby, Yesterday.  
In the House of Commons to-  
day, Dr. Hugh Dalton stated that  
it was the aim of the British  
Government to take the widest  
possible measures of international  
co-operation in the solution of  
the financial and economic dif-  
ficulties of Europe.

Replying to Mr. Baldwin, the  
Chancellor of the Exchequer, Mr.  
Philip Snowden, said that he did  
not think that he could usefully  
make any statement on the inter-  
national financial situation.

Mr. Snowden stated that he  
anticipated that the report of the  
Economic Committee appointed  
in March to review the National  
expenditure, would be in the  
hands of Members before the  
House rises for the Recess on  
Friday.—British Wireless Ser-  
vice.

## POLICE RESERVIST SHOT IN THIGH.

Accident During Practi-  
at the Range.

TAKEN TO HOSPITAL.

Mr. A. H. Hartman, a Police Re-  
servist, was accidentally shot in  
the thigh yesterday afternoon when  
the Sharpshooters Company, under  
the Commissioner, Mr. E. R. Dovey,  
were at practice at the Kennedy  
Road Revolver Range. He was re-  
moved to the Government Civil  
Hospital.

The weapon was held by Mr.  
Norman Stradmoor, also a member  
of the unit. He and Mr. Dovey  
went to the Central Police Station  
and reported the accident.

## GOVERNMENT HOUSE.

We have received a copy of the  
following General Order which has  
been published on the subject of  
evening dress to be worn by officers  
in the Government service during  
the summer months. His Ex-  
cellency the Governor wishes it to  
be known that this dress may be  
worn at such functions by unofficial  
guests who wish to wear it.

During the months May to  
October both inclusive the follow-  
ing optional non-uniform evening  
dress may be worn by Govern-  
ment Officers when attending  
official dinners and smaller func-  
tions at Government House:  
(1) White mess jacket.  
(2) Black frock coat.  
(3) White waist-coat, single  
breasted.  
(4) Black evening dress.  
(5) White evening dress.  
(6) Black evening dress.  
(7) White evening dress.  
(8) Black evening dress.  
(9) White evening dress.  
(10) Black evening dress.

## THORBURN OUTRAGE

A BAD RECORD

CHIANG KAI-SHEK  
UNAVAILABLE.

SIX BRITONS DIE  
IN CAPTIVITY.

Rugby, Yesterday.

Questioned in the House of  
Commons regarding the dis-  
appearance of Mr. John Thor-  
burn, who has been missing  
from Shanghai since June 3,  
Dr. Dalton, Under-Secretary  
for Foreign Affairs, said: "Sir  
Miles Lampson, British Minis-  
ter, left Peking yesterday  
morning by aeroplane for Nan-  
king, with the object of de-  
livering the message of the  
British Government personally  
to Marshal Chiang Kai-shek.  
No report can be expected for  
some days in view of the fact  
that the Marshal is at present  
conducting military operations  
in the Province of Kiangsi."

In the message which Sir  
Miles Lampson has been in-  
structed to convey, the Chinese Gov-  
ernment are urged with all ex-  
pedition to find means of per-  
suading the military authorities  
in whose hands Mr. Thorburn is  
believed to be, of the urgent neces-  
sity of enabling the Chinese  
Government to carry out the  
ordinary obligations of a civilised  
State.

In reply to other questions Dr.  
Dalton stated that six British  
subjects have died in captivity in  
China in the past three years.—  
British Wireless Service.

## VIRTUES OF APPLE SKINS.

Food Investigation  
Report.

VITAMIN IN PEEL.

Much of the "goodness" of an  
apple is destroyed by peeling, it is  
stated in the report for 1930 of the  
British Food Investigation Board  
of the Department of Industrial and  
Scientific Research.

One of the most important  
sections of the Board's task, in its  
investigation of problems connected  
with the transport and storage of  
food, deals with the multitude of  
problems connected with apples. In  
the current report it is stated that  
Vitamin C is not equally distrib-  
uted in the tissue of the apple, but  
that it is at least six times as con-  
centrated in the peel as in the re-  
gion of the core.

It is gratifying to note that, of  
all the types of apple examined by  
the Board, the English Bramley's  
Seedling has the highest Vitamin C  
content, while, at the same time, it  
loses only a small proportion dur-  
ing storage. Since, however, the  
Bramley's Seedling is a cooking  
apple, and cooking apples are, as a  
rule, peeled as the first stage in  
their preparation for the table, it  
would seem that much of their  
vitamin value is destroyed at the  
outset.

The Board's report is interesting  
in showing the vast amount of work  
done in examining food supplies  
from all parts of the world.

Obnoxious Organism.

Search for micro-organisms  
which can flourish in cold storage  
has led to the discovery of a parti-  
cular organism which emits a strong  
musty odour capable of tainting  
foodstuffs, particularly fat and  
eggs, at a considerable distance.

Laboratory experiments have  
shown that frozen pork can be ex-  
ported from Australia and New  
Zealand and manufactured into  
bacon in Britain. This discovery  
has already achieved results, and  
the report states that a considerable  
number of frozen carcasses are now  
being used in Great Britain for  
conversion into bacon.

The problems connected with the  
storage of foodstuffs have led to the  
discovery of many special organ-  
isms, and it is recorded that  
amongst them is a micro-organism  
which can flourish in cold storage

## NEW YORKERS UPSET.

The Dial Telephone  
System.

INCREASING PANIC.

The dial system of telephoning  
has thrown New York into a  
gradual and increasing panic.  
There is no doubt of that, in spite  
of the accurate and helpful figures  
of the telephone company, states a  
N.A.N.A. message to the Singapore  
Free Press.

Intelligent people in a hurry  
look over ancient telephone books  
dial this way and that, become ir-  
ritated, and slam down the receiver.  
But tests have shown that if  
the literate people of a metropolis  
can be taught to follow instruc-  
tions, the telephone people will  
have little trouble, because the al-  
leged illiterates and foreigners  
manipulate the dial telephones  
with success.

An Italian who cannot speak  
English is directed to call up  
Beekman 3-4213. He understands  
from his written instructions that  
he is to twirl the letters B and E,  
and then start out on the digits.  
This he does conscientiously, with  
the result that he gets his cousin,  
and not a clothing store or a hos-  
pital.

The stories that the dials have  
brought a loss of many dollars be-  
cause of the inability of the people  
to use them, are incorrect. The  
net income on New York, perhaps,  
may have been less, because of the  
cost of installation of one dial ex-  
change after another, but the  
gross, from actual phone calls, has  
been greater than ever in the past  
twelve months, and particularly in  
the foreign districts, where people  
are now using the telephone more  
and more.

The New York problem, regard-  
ed by everyone as the crucial test  
of the dial, has increased interest  
throughout the country, the com-  
pany asserts. In this city there  
are 1,800,000 telephones, about a  
tenth of those in the country, nine-  
tenths of the total in the British  
Isles, and nearly twice the number  
in the French Republic. Forty per  
cent of them are in the dial sys-  
tem, and more than half of the  
city's calls are in the Borough of  
Manhattan, which is fairly well  
served with dials, having fifty per  
cent installation thus far.

Telephone engineers say that  
the extension of the dial system in  
large centres is the answer to the  
problem of persistent growth, both  
in the number of telephones and  
the increasing volume of local wire  
traffic.

Since the opening of New York's  
first dial station, the number of  
telephones in the city, and the  
calls made, have been doubled.  
The average daily total made last  
year was well over 8,000,000, or  
approximately 85 calls per second,  
5,681 per minute, and 840,800 an  
hour.

## CRACKSMAN'S ARSENAL.

Expert's Book on "How  
to Open Safes."

Timothy Kelly, aged 45, a sea-  
man, who was described by the  
police as an expert safe breaker,  
was sentenced at the Old Bailey  
yesterday to five years' penal ser-  
vitude for having under his control  
a bag containing 15 sticks of  
gelignite, 20 fuses, 14 detonators,  
an automatic pistol, 20 rounds of  
ammunition, skeleton keys, an elec-  
tric torch, and an American book  
entitled, "How to Open Safes."

Inspector Gooch stated that Kelly  
had a number of convictions in  
Great Britain before 1928. Since  
then he had been convicted in  
South Africa for safe breaking, and  
returned to Britain with two  
expert safe breakers. Kelly had  
boasted that he could break any  
safe in 20 minutes.

## ALERT DETECTIVE.

A new method of wine smug-  
gling was revealed before Mr.  
E. H. Williams this morning when  
a Chinese appeared before him.



# MOTORISTS THIS IS YOUR PAGE

THE NEW

AIR-FLIGHT

PRINCIPLE TYRES

BY

FISK

MEANS MORE

mileage

A SUPER-TYRE WITH  
NO COMPETITORS.

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## ROAD TRAFFIC.

Act Causes Public  
Inconvenience.

Perhaps the most conspicuous result of the Road Traffic Act, 1930, so far as passenger services are concerned, is the inconvenience that is being caused to the public at the week-ends and on Bank Holidays. In some areas, particularly on the outskirts of the Metropolis, the position at Whitsuntide was acute. People were unable to reach home at night by railway, and motor coaches were prevented, on account of various restrictions, from picking them up at places where they were congregating.

What the authorities do not seem to understand about public services, says The Commercial Motor, is that flexibility of arrangements is essential to cope with sudden demands created by unexpected changes in the weather, unanticipated concentration of traffic upon particular routes, and so forth. Unless the Ministry can control the weather it must provide a flexible machinery for coping with it. It is unreasonable to make a coach operator decide in advance how many vehicles he will need upon a certain route on a certain Sunday or Bank Holiday, and the administration should be such as to permit all available vehicles to be brought into service at times when the public is in real distress for the want of means of transport.

Road services can give last-minute facilities which no railway organisation could possibly arrange.

## THINGS TO KNOW.

About Motor Cycling  
Accidents.

In the current issue of Motor Cycling some excellent advice is given on the subject of accidents. Written from the point of view of the lawyer, the article in question is quite worthy of reproduction, in part anyway. Here are some extracts:—

It is proverbial that accidents will happen. The careful rider may, certainly, avoid the type of disaster often referred to as a "first-class crash," but any of us may become involved at any rate in a minor spill, if only through the fault of somebody else. To anyone, again, may come the experience of seeing the road barred by a burly figure in blue, whose upraised arm betokens the command to stop. One should know what to do, therefore, in any such contretemps.

The motor-cyclist should keep in mind, when an accident happens involving anyone else, that, however trifling it may seem at the time, it may result in legal proceedings. It is therefore of the utmost importance to get the names and addresses of witnesses.

Again, on no account should any admission be made tending to show that an accident was due to one's own fault, even though one realises it only too well.

When stopped by a policeman, the first thing to do is to find out exactly what he really wants to say. Cases often occur of motor-cyclists being stopped by a constable and blurted out, "Oh, I was only doing 30," when all that the officer intended to do was to warn them of some obstruction further along the road, or something of that sort. It does no good to display a guilty conscience.

In conclusion, attention may be called to one or two of the legal provisions in this connection. Whenever an accident occurs causing damage or injury to any person, vehicle or animal, the driver must stop and give his name and address and number to anyone who with reasonable grounds requires it. If his name and address is not so given, he must report the accident at a police station or to a constable as soon as reasonably practicable, and in any case within 24 hours.

Anyone alleged to have been guilty of reckless, dangerous or careless driving must give his name and address to anyone (whether a constable or not) who with reasonable grounds requires it.

## GERMANY'S MOTORS.

The number of motor vehicles in use in the German Republic on July 1, 1930, included approximately 501,000 passenger cars, 167,000 motor trucks and 731,000 motor-cycles. The three classes showed gains during the year of 15.7 and 20.2 per cent, respectively. Taking all classes of motor vehicles and cycles together, the increase during the past year is 16.6 per cent.

## ON THE ROAD.

Hillman "Wizard"  
75."

Some account of the Hillman "Wizard" was given at the time of its loudly heralded introduction last month. I have now had an opportunity (says a Home correspondent) of trying what sort of a car it is to drive and ride in, and found its performance on good roads and bad most impressive.

If it is up to Hillman standards of durability and reliability, I can hardly imagine a car better suited to the work it is designed for or one which provides better motoring at the price. It is powerful, sufficiently fast, easy to drive, well sprung, and very roomy.

The six-cylinder side-valve engine of 21 h.p. is flexible enough to satisfy the most confirmed "hanger on to top." With the broad saloon body fully laden he can come down to a crawl, and from that pick up speed and away with delightful ease and quickness; if the "silent third" is used, the car jumps to it like a sergeant-major's squad. There is slight vibration, really only sensible when the engine is over-running, and a slight amount of noise which is no greater at 65 miles an hour than at 25. I failed to find a hill she could not climb on third, and nothing would make the engine "pink."

The brakes are most effective, though it is perhaps too easy to lock the wheels, and thanks to exceptionally long springs the suspension is one of the car's strong points, as it ought to be for use abroad. The steering, as on all Humber and Hillman cars to-day, is unusually light, but very pleasant when you get used to it.

Traces of American styles are noticeable, particularly in the speedometer and the whole dashboard, but the upholstery and finish do not betray nearly as much as one would expect the fact that the price of this car with its attractive performance is no more than £270.

## SILENCE IS BUILT.

Unusual silence of the new Buick eight engine has been achieved by the several new engineering features, outstanding among which is the use of an intake silencer on the carburettor. This silencer, which is a product of the combined engineering resources of General Motors and the Buick engineering staffs, entirely eliminates the carburettor roar usually associated with eight-cylinder engines.

Four-point rubber insulated motor suspension and the new Fisher bodies have contributed in a large measure to the silence of the car. Complete insulation of the driving compartment is effected with felt, celotex and a rubber floor mat.

MOTOR CYCLE  
RELIABILITY TRIAL

The SINCERE Co., Ltd.

OFFER

THEIR CUSTOMERS

who complete in the Hong Kong Motor  
Cycle Reliability Trial on August 3rd.

ONE PRIZE

For the best individual performance on  
either B.S.A. or Norton Machines.

ALSO

SPECIAL PRIZES

For the BEST TEAM if composed of  
entirely B.S.A. or Norton Machines or  
mixed, each member of the team  
receiving a prize.

FULL PARTICULARS FROM

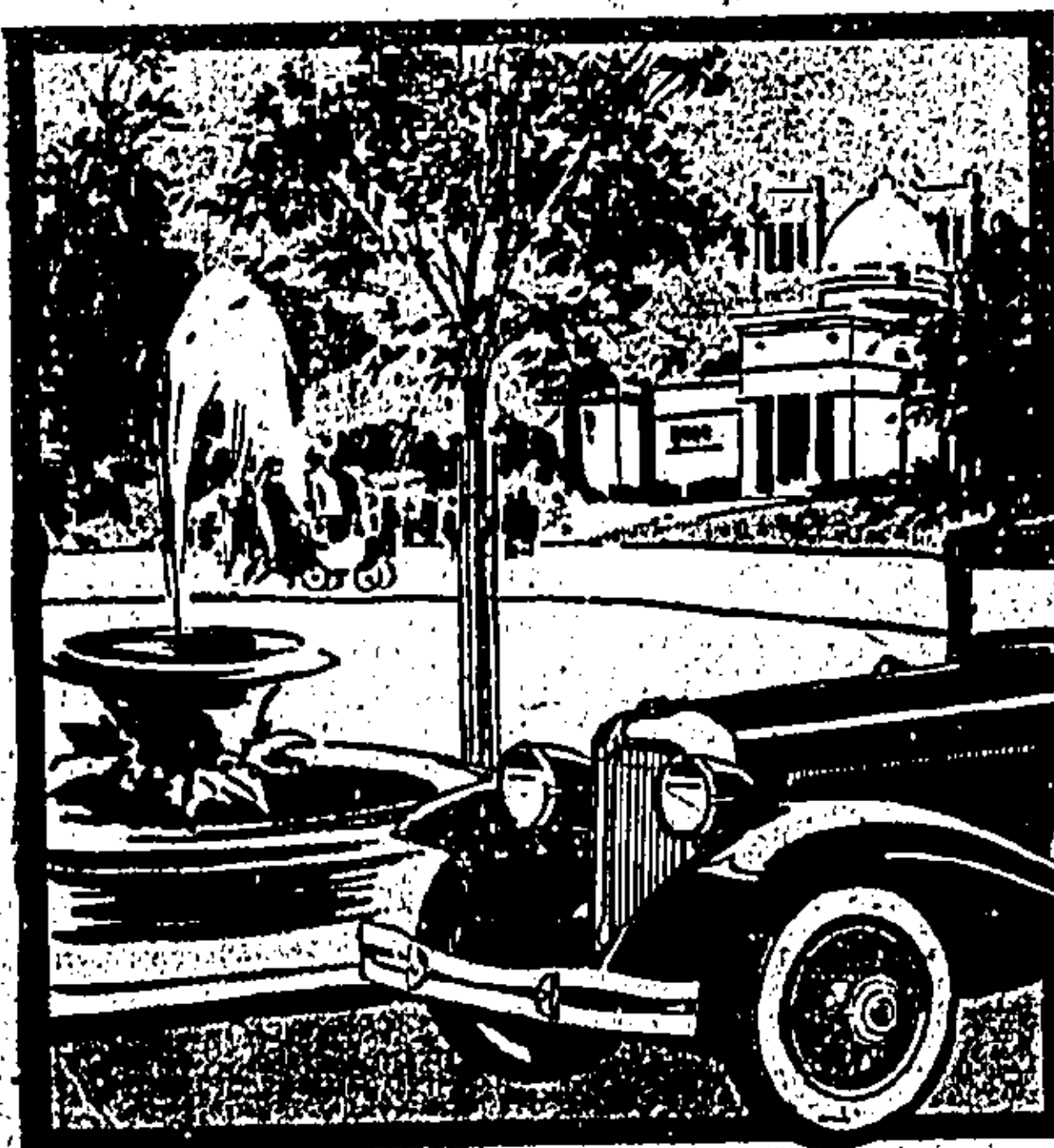
SINCERE'S

Agents for B.S.A. and Norton Machines.

## NOW HERE AN ENTIRELY NEW CHRYSLER SIX

A fine, big Six with a wheelbase of 116 inches, and a 70-horsepower engine for greater pick-up, speed, smoothness and endurance. A new Six with a double-drop frame that creates a dashing effect in appearance as well as a perfection of balance that benefits both safety and performance. In body construction, the New Chrysler Six excels—as much as it does in its chassis and

engine. It has a virtually one-piece, welded steel body that combines tremendous strength with rich appointments and



comfortable roominess—a motor

car body that really protects you as it carries you silently and restfully over the miles. The value in this car will change all your conceptions of value standards.

INSPECTION CORDIALLY INVITED

THE NATIONAL MOTOR CAR CO.

These Cars are on display in Town at

33, DES VOEUX ROAD CENTRAL.

## CARS FOR BABIES.

Rolls-Royces for Ailing  
Pigs.

The outward and visible signs by which village populations gauged the seriousness of a doctor's visit were outlined by Sir Ernest Shepperson, at a meeting of the House of Commons Standing Committee which is considering the Improvement of Livestock Bill.

During a discussion on the sum to be paid to a referee in connection with an inspection of bulls, Sir Ernest Shepperson protested against the payment of high fees. He caused much laughter by remarking that in a country village, if a doctor arrived in a Morris car they knew a child was ill. If a Rolls Royce car arrived in the village they knew a pig was ill, and that an official had come from the Ministry.

## "COOLED" BY STEAM!

Higher Efficiency  
Obtained.

Cars of the future may be cooled by steam if the research which is now going on is brought to a successful conclusion. Dealing with this remarkable development, The Light Car and Cyclecar says it is claimed that neither water-cooling nor air-cooling represent the ideal means for keeping down the temperature of an engine, and it is interesting to remember that although steam-cooling as an alternative has been known for many years, no very serious attempts have been made to bring this system into universal use.

The main advantage of steam-cooling is that the running temperature of the engine can be maintained at a point which is more conducive to the attainment of high thermal efficiencies than is the case with water-cooling. It must not be forgotten, moreover, that the radiator is a rather vulnerable component, but it must be placed in an exposed position on the car in order to allow the maximum quantity of air to impinge upon it for cooling purposes. It seems probable, however, that in a perfected steam-cooling system the radiator or, as it would then become, the condenser, could be mounted in a position where it would not be liable to damage through collision.

## STOPS CAR.

New Electro-Mechanical  
Device.

An electro-mechanical device known as the "Sure-Guard," designed to stop an automobile in much less time and space than would be required by a human operator was successfully demonstrated recently in New York.

The device consists, elementally, of a powerful coil spring in a cylinder which is attached under a car and connected by wire with the front bumper and a button on the dash. A slight pressure on the bumper, or the button, closes an electric circuit which releases the spring. The ignition is immediately cut off, and the brakes are applied. Pressure on either the bumper or the button will stop a car in approximately one-fifth of the distance required in ordinary braking.

## THE KING AND QUEEN OF SIAM ENTER THEIR NEW CAR



The King and Queen of Siam, on their arrival at Scarborough-on-Hudson, New York, where they will make their home, are seen stepping into their new Cadillac V-16 limousine. The monarchs are seen stepping into their new Cadillac V-16 limousine. The monarchs are seen stepping into their new Cadillac V-16 limousine. The monarchs are seen stepping into their new Cadillac V-16 limousine.



## MALAYA ON MAP.

## Rex Duncan in the T.T.

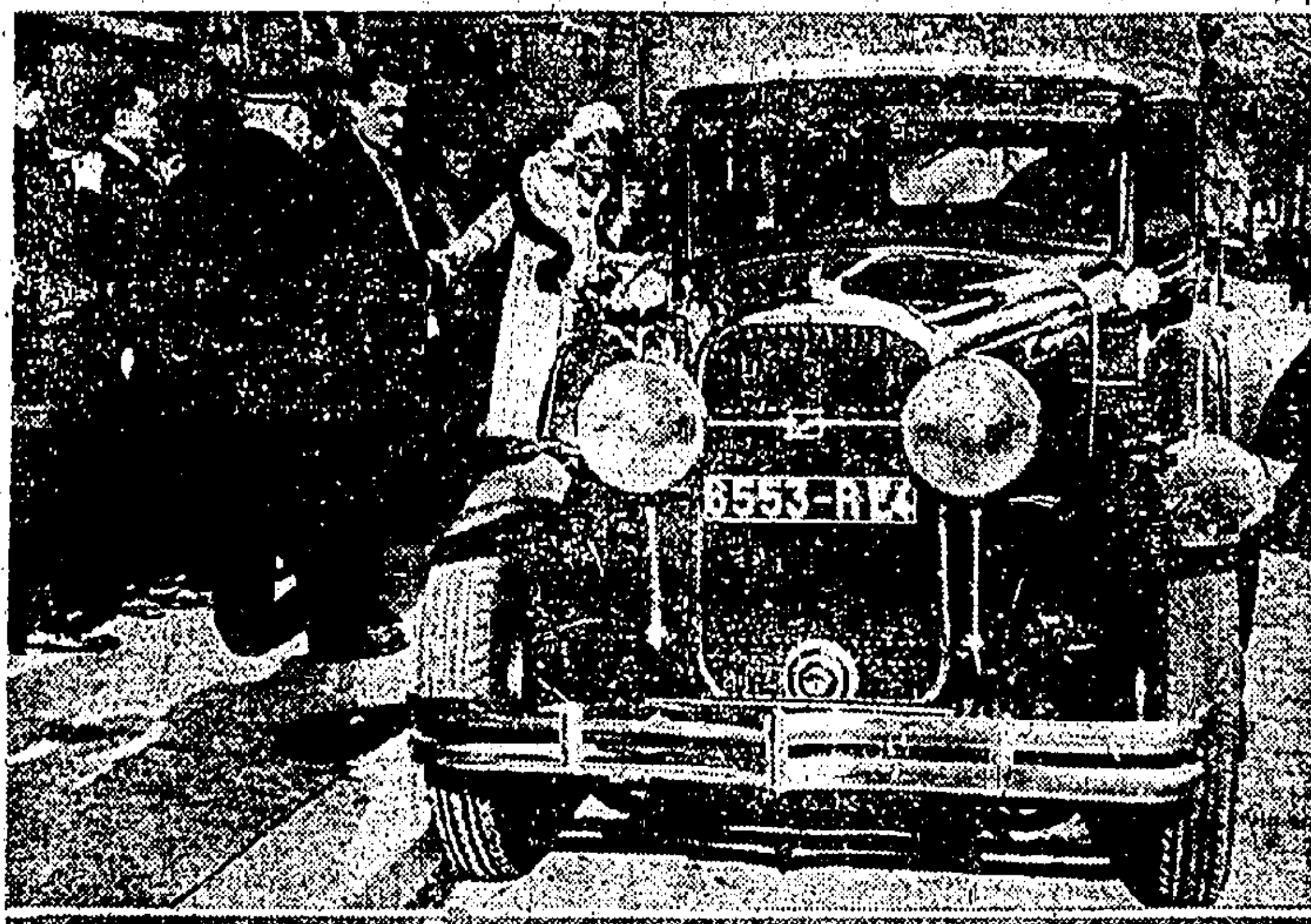
London, June 23. Last week I mentioned that Mr. Rex Duncan, representing Malaya in the T.T. races finished thirteenth in the Lightweight Race on Wednesday, although his Excelsior machine was the only one of its kind to finish. I have now heard from Mr. Duncan in regard to the race which he describes as follows:—

On my first lap, I took it slowly in order to "nurse" the engine, which felt tight, but on my second lap, when opening out, I found that the engine was not capable of more than about 70 m.p.h. on the level and, therefore, had to content myself with making up as much time as possible on the winding sections. I soon began to notice machine trouble, fitted with the same make of engine as my own, abandoned by the wayside. Judging engine trouble to be the cause of these breakdowns, I again nursed the engine, opening up the oilfeed to the limit of safety, and, as far as possible, avoiding undue "revving," acceleration and deceleration. I noted, when stopped at the pits for re-fuelling, that my times for the first two laps, although comparatively slow, were sufficiently good for a replica, if—as we had scheduled, the race were to be won at about 66 m.p.h. It was not until the sixth lap that I found that the faster men were exceeding 70 m.p.h. and that Excelsiors were well out of the picture. In endeavouring to speed up, the machine began to lose power, and it became evident that in this instance, discretion would be the better part of valour. Had the model been "thrashed" it is doubtful if it would have lasted the course.

The only trouble experienced were, apart from lack of speed and progressive loss of power, the fork shock absorbers bedding down and allowing too free movement of the forks; occasional difficulty in getting second gear; a fierce rear brake, and, on the last two laps, an intermittent miss (valve float, or plug) which precluded "revving."

However, Malaya is now recognised as being a country in which there are motor-cyclists and it is to be hoped that, in 1932, a better rider from there will put up a showing worth writing home about.

## BEAUTIFUL "Mlle. Paris" PATRONIZES BUICK



Cameras click as "Mlle. Paris," prize-winning beauty of the French capital steps into a Buick sedan outside the Grand Palais, Paris.

The Excelsior used, was, to all intents and purposes, a standard catalogue model, rushed up at the last moment (it was taken over and ridden for only 9 practice laps)—the engine built from spare— and hammered round the 37 1/4 miles course for 16 laps. Messrs. R. Walker of the Excelsior Motor Cycle Co. and Col. Crerar of Messrs. J. A. Prestwich are to be thanked for making possible this year's Malayan entry. That the rider lost over 5 minutes in pit stops was in no way due to Mr. Alex. Cochrane (of Sungie Patani), the mechanic to whom thanks are also due, but to the rider finding it difficult to furl and unfurl his six feet around the little machine, opening and closing sundry taps and caps and changing goggles the while.

## End to Races.

Great Britain lost one of her greatest experimental motor cycle engineers when Mr. F. G. Hicks skidded on his A.J.S. at Union Mills three miles from the grandstand, in the Senior Tourist Trophy Race, and crashed into a grocery store, fracturing his skull. Hicks, who had been driving demon-like round the

course, determined to give the Norton team a really good chase, was killed in the fifth of the seven laps. Before that he had broken the lap record at 77.46 m.p.h., the previous best being Handley's 76.28 m.p.h. last year. Hicks had a brilliant racing career. He came from Birmingham and was considered to be in the first flight of British racing riders. Before starting he said "The conditions are none too good, but I am going all out to win. My machine is fine. Of course, anything may happen, but that is all in the luck of the game. I have always wanted to win the Senior T.T. race and I am going to have one great big attempt at it to-day." He was 32 years of age, and was experimental manager of the A.J.S. firm.

The race was won by Percy Hunt, aged 23, of Manchester, with a record average speed of 77.9 m.p.h. On Monday Hunt had won the Junior Trophy race and is the first man to carry off the double in one year. The lap record was repeatedly broken during the race and went finally to J. Simpson, with a speed of 80.82 m.p.h. From the end of the first lap it became obvious that it would be a day of surprises. The conditions were bad but visibility was good.

Of the 56 starters only 13 finished. This race can be said to have been the fastest and most disastrous race in the history of motor cycling; the average speeds of the first three were higher than ever before; and the first five men in this were the first five in on the previous Monday in the Junior race. There were many casualties, and many riders tried vainly to keep up with the leaders, who were breaking records in each lap, and they were thrown from their machines. Among the retirements were Baker on the N.S.U. who had a crash and lacerated his knee; Brewster the Australian whose oil cap went adrift and drenched him in oil. He crashed, tore his arm and so damaged his machine that it was suicidal to carry on. Charlie Dodson, who was putting up a thrilling performance, struck a bump, hit his handlebars with his face, and for four laps rode round dashing blood from his face with his hand.

Major Atling, director of the British Cycle and Motor Cycle Manufacturers and Traders Union, said that even in a time of world wide depression British motor cycle manufacturers had kept constant pace with modern requirements and had produced machines that were nearly perfect from an engineering point of view. The first six men to finish were:

- P. Hunt (Norton) 3hr. 28 min. 28sec.
- J. Guthrie (Norton) 3hr. 24min. 57sec.
- S. Woods (Norton) 3hr. 27min. 36sec.
- George Nott (Rudge) 3hr. 27min. 41sec.
- Grahame Walker (Rudge) 3hr. 34min. 14sec.
- E. A. Mellors (N.S.U.) 3hr. 36min. 26sec.—Singapore Free Press.

## AID FOR PARAGUAY.

The automobile and motor truck are playing an important role in the economic development of Paraguay. The outstanding handicaps to Paraguay's progress is the lack of adequate transportation facilities. There are, but two, paved hard-surfaced roads in the country at present. One of these is a granite road running from Asuncion, the capital, to Trinidad. Typ. macadam roads between Paraguay and Bolivia are under construction. At the beginning of 1930, there were registered in Paraguay 895 passenger automobiles and 772 trucks and buses as against a registration of only 50 motor vehicles in the country a year ago.

## FUEL PRICES.

There is a wide difference in fuel prices around the world ranging from 19.8 cents per gallon in Shanghai, to 69.2 cents per imperial gallon in Nairobi, Kenya, in northern Africa. Kerosene prices range from 18.4 cents per gallon in Vienna, Austria, to 68.1 cents per gallon in La Paz, Bolivia.

In Shanghai gasoline prices run from 19.8 to 20.6 cents per gallon in bulk and from 20.5 to 21.3 per gallon in tins, while the prices in Calcutta, India, are only a fraction of a cent higher on the average. Kovno, Lithuania, sells gasoline at 24.6 cents per gallon. Manila, Philippine Islands and San Juan, Porto Rico, sell gasoline at 31 and 27 cents per gallon respectively.

The highest prices are 69.2 cents per gallon in Nairobi, Kenya, followed by 64.8 cents per gallon in La Paz, Bolivia, with Addis Ababa, Ethiopia, coming third with a gasoline price of 63.5 cents per gallon. Kerosene prices are led by that of 68.1 cents per gallon in La Paz, Bolivia, followed by Athens, Greece, which retails the goods for 62.7 cents per gallon. Low prices on kerosene are led by Vienna, Austria, where it is retailed for 18.4 cents per gallon followed by 13.7 cents per gallon in Cairo, Egypt, and from 14.5 to 29.6 cents per imperial gallon in Singapore, British Malaya.

## NEAR EAST INVADED.

Some interesting sidelights are thrown on the use of automobiles in those states of the Near East which are under French mandate.

In these states, where up to the beginning of the war, there were hardly a dozen cars in service, there were in service in 1919 twenty-five automobiles. Before the end of that year, about one hundred cars had been imported from Egypt. From then on the number of cars in service grew without interruption. In 1921 in Great Bebanon alone there were 1,000 cars; in 1923, 1,300; in 1928, there were 3,700 passenger cars and about 250 trucks in the whole of Syria and in 1928 the number exceeded 6,000.

One of the principal reasons for this comparatively rapid development of automobile traffic in the Near East is the fact that the total length of railways in the states under French mandate does not exceed 400 miles, whereas the total length of the public road system is 2,800 miles, of which about 2,200 miles are hard-surfaced roads and are negotiable at all seasons of the year.

## A CELEBRITY'S TRIBUTE.

Irene Bordoni, the popular French actress, who divides her time between Europe and America is an enthusiastic motorist. While in France recently, she purchased a Cadillac V-16 and subsequently wrote the following letter to the Cadillac Motor Car Company: "Each time I appear in a new role, the Press representatives come to inquire about my feelings, my sensations, and I am always glad to answer their questions."

"I have been asked about automobiles. So far, I have found it rather hard to express my opinion technically, because the 16-cylinder Cadillac had not yet been created. It is here now. I have tried it. I own one and I am supremely satisfied. "In every way, and everywhere, the Cadillac V-16 leaves all others behind."

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"Look at that new Buick pulling so easily through this deep sticky mud."

"Yes — it must be a pleasure to own a car like that — to travel anywhere — with no fear of getting in trouble."

GET behind the wheel of the new Buick Eight to-day. Head out on a road where you can open the throttle — or over routes where drivers of other cars, no matter how costly, will not venture! Then you'll understand the reason for the confidence motor car buyers have in Buick — why thousands of dollars worth of Buicks were sold — before the war was ready!

Buick with its tremendous horse-power, valve-in-head, eight-in-a-line motor, new synchro-mesh transmission, and its 37 other major features and improvements gives you a thrill, absolutely new to your motoring experience.

We have a car ready to give you a free demonstration.

|                             |                                   |
|-----------------------------|-----------------------------------|
| 114" Wheelbase Buick Models | .....H.K.\$6,955 to H.K. \$7,525  |
| 118" Wheelbase Buick Models | .....H.K.\$8,275 to H.K. \$8,775  |
| 124" Wheelbase Buick Models | .....H.K.\$9,820 to H.K. \$10,380 |
| 132" Wheelbase Buick Models | .....H.K.\$11,820 to H.K.\$12,295 |

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**BUICK 8**  
*The Eight with Buick's Prestige*

THE DRAGON MOTOR CAR CO., LTD.

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## BUYERS' GUIDE

## MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
- MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

- OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

## MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
- DODGE.—South China Motor Car Co., 38, Des Voeux Road. C. Tel. 25644.
- MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

## MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
- NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

## MOTOR OILS.

- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
- SHELL.—Asiatic Petroleum Co., (S.C.) Ltd., Asiatic Bldg.

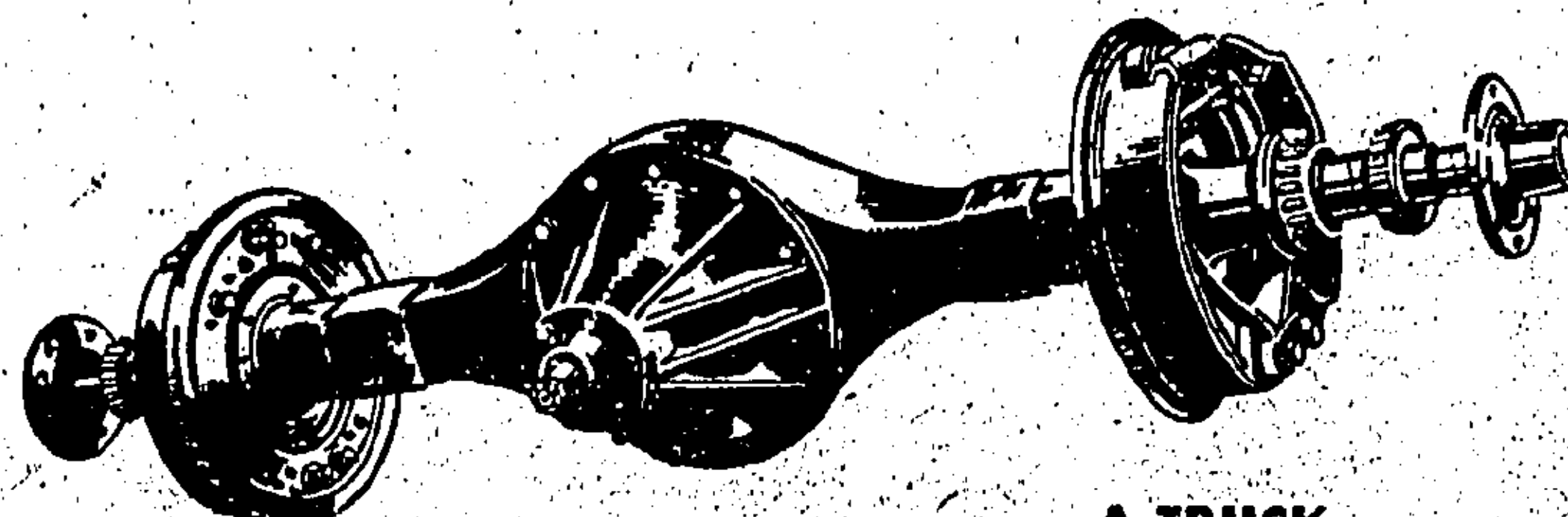
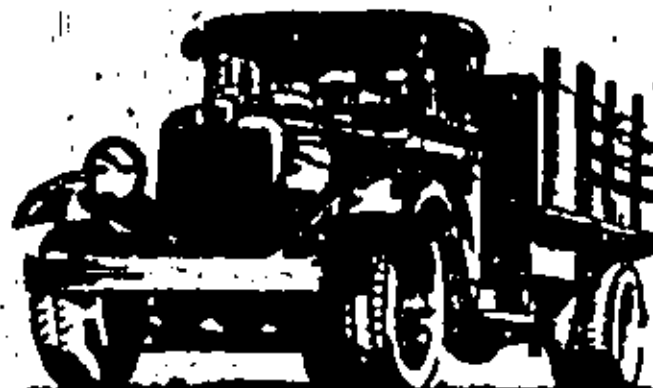
## TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
- ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 52253.
- FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
- INDIA TYRES.—W. R. Loxley & Co., York Bldg., Tel. 22235.
- MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
- PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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DEPENDABLE - ECONOMICAL - CAPABLE

DO MORE WORK AND  
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A TRUCK  
FOR EVERY HAULING NEED

## STANDARD TRUCKS

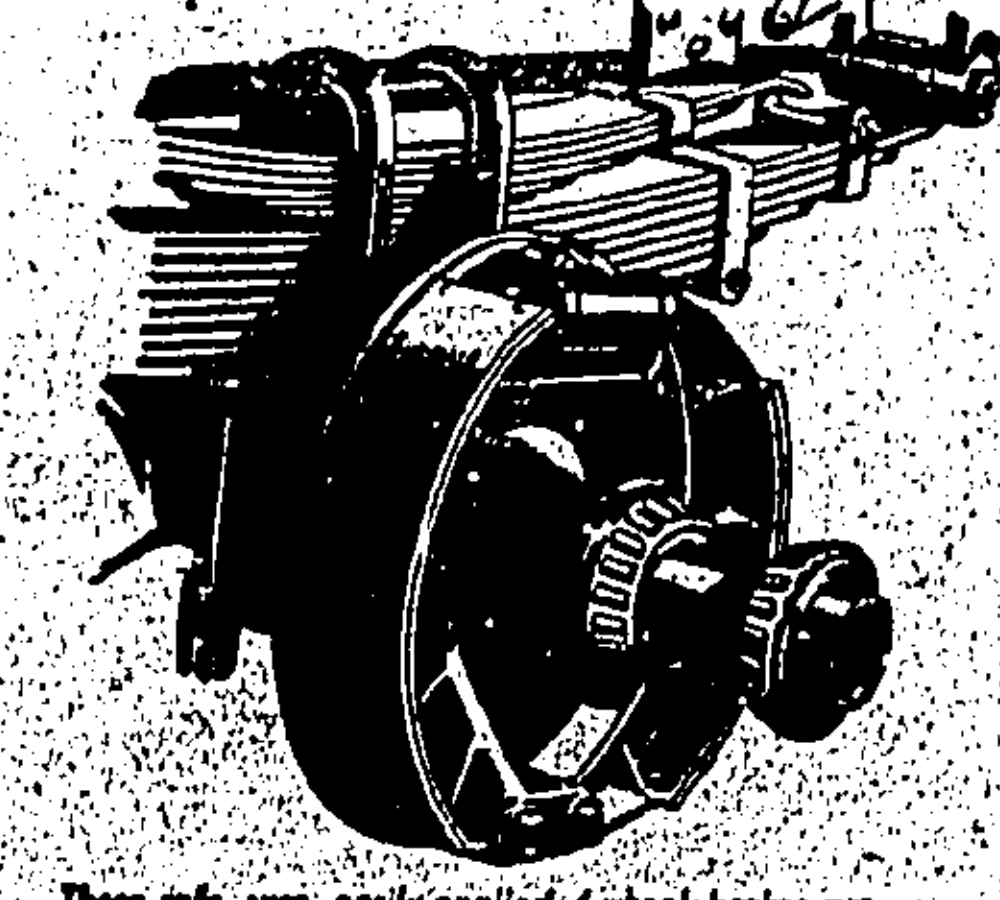
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

## HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

## HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.



These safe, sure, easily-applied wheel brakes are internally-applied and therefore weatherproof... self-regulating and assuring uniform braking on all wheels... positive... easy to adjust.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.



HONG KONG SHANGHAI MANILA

Craigengower O.C. were leading by 15 shots to 8 at the sixteenth hole, but failed to add to their score during the remainder of the game.

**Scores—**

| K.R.O.C.      | Craigengower  |
|---------------|---------------|
| E.W.L. Horgan | G.E. Buchanan |
| M. Hall       | B. Bass       |
| V. Russell    | E. d. Aruelli |
| M. Holland    | U. M. Omar    |
| (Skip) 14     | (Skip) 11     |

at 2.30, 5.20,  
7.20 & 9.20 p.m.

**CHARLES**  
**ROGERS**  
in *'Along*  
*Came Youth'*  
*A Paramount Picture*



## BEST QUALITY.

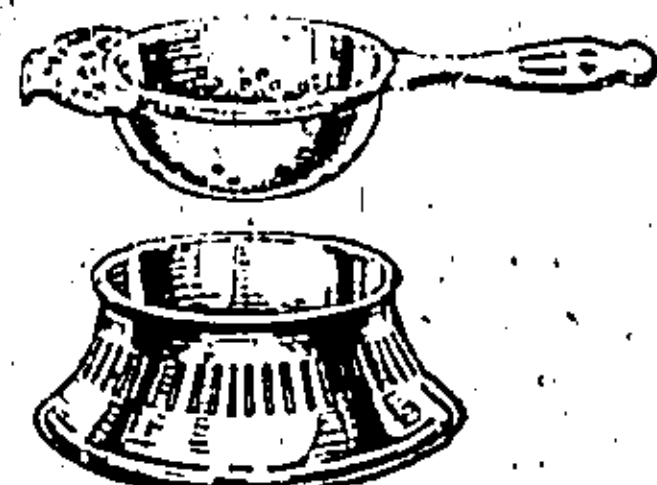
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BOTH QUALITY  
AND FINISH  
IS GUARANTEED.



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ALL THE BEST AND  
NECESSARY HOUSEHOLD  
ARTICLES KEPT IN STOCK.

WHEN PURCHASING SEE  
THAT SUCH NECESSITIES  
ARE FROM A HOUSE OF  
REPUTE.



E.P.N.S. TEA STRAINERS.

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EAGLE BRAND  
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EVENING AT A SMALL COST.  
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LOUNGES, EASY CHAIRS AND EVERY-  
THING IN HARMONY.

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ENGLISH SILVERWARE direct from Manufacturers,  
High Class English Jewellery.

## LAWN TENNIS LEAGUE

9 MATCHES PLAYED  
YESTERDAY.

NO SURPRISES.

Chinese Recreation  
Club's Century Mark.

FORMIDABLE RECORD.

The Nippon Club lost at home to  
Craigengower C.C. by 8 sets to 1  
in the "B" Division of the Lawn  
Tennis League.

Scores:—  
Fujiwara and Makazato (Nippon  
Club):—

drew with F. Zimmern and E.  
Zimmern ..... 6-6

drew with G. Lai and J. W.  
Leonard ..... 6-6

lost to Y. Hachiuma and  
W. J. Howard ..... 5-7

Minomiya and Hazikawa (Nippon  
Club):—

lost to F. Zimmern and E.  
Zimmern ..... 3-6

lost to G. Lai and J. W.  
Leonard ..... 2-6

lost to Y. Hachiuma and  
W. J. Howard ..... 2-6

Kinoshita and Yoshikawa (Nip-  
pon Club):—

lost to F. Zimmern and E.  
Zimmern ..... 2-6

lost to G. Lai and J. W.  
Leonard ..... 3-6

lost to Y. Hachiuma and  
W. J. Howard ..... 0-6

## "C" DIVISION.

Win for K.C.C.

Playing against the Radio S.C.  
in the "C" Division, the Kowloon  
C.C. won by 6 sets to 3.

Scores:—  
N. A. E. Mackay and G. Hedley  
(K.C.C.):—

beat W. Chanson and Y. F.  
Mau ..... 6-2

lost to K. W. Lee and W. Wu ..... 2-6

beat W. Abbas and C. T. Lai ..... 6-4

R. B. Jackson and Stellingswerff  
(K.C.C.):—

beat W. Chanson and Y. F.  
Mau ..... 6-1

lost to K. W. Lee and W. Wu ..... 4-6

beat W. Abbas and C. T. Lai ..... 6-0

G. C. Burnett and L. Jack  
(K.C.C.):—

beat W. Chanson and Y. F.  
Mau ..... 5-1

beat K. W. Lee and W. Wu ..... 6-4

beat W. Abbas and C. T. Lai ..... 6-4

S.C.A.A. Win All Sets.

South China A.A., playing at  
home, defeated the Kowloon In-  
dians T.C. by 9 sets to nil.

Scores:—  
H. K. Ho and K. Lai (South  
China):—

beat F. Ali and F. Khan ..... 6-2

beat H. Singh and I. Singh ..... 6-3

beat Capt. Gore and M. A.  
Khan ..... 6-0

K. H. Chan and K. M. Chan  
(South China):—

beat F. Ali and F. Khan ..... 6-2

beat H. Singh and I. Singh ..... 7-5

beat Capt. Gore and M. A.  
Khan ..... 6-1

F. H. Wong and H. Mok (South  
China):—

beat F. Ali and F. Khan ..... 6-4

beat H. Singh and I. Singh ..... 6-4

beat Capt. Gore and M. A.  
Khan ..... 6-4

H.K.C.C. Victory.

The Hong Kong C.C. defeated  
the Civil Service C.C. by 6 sets to  
3 on the latter's ground.

Scores:—  
Lee and Terdue (H.K.C.C.):—

beat Lee and Terdue (H.K.C.C.):—

beat Lee and Terdue (H.K.C.C.):—

beat Lee and Terdue (H.K.C.C.):—

## RESULTS AT A GLANCE

## "B" Division.

Nippon Club 1 Craigengower 8

League Table to Date.

P. W. D. L. F. A. Pts.

Chinese R.C. 8 0 0 0 55 14 10

Recreation 10 0 0 0 56 10 10

University 10 0 1 0 52 23 10

C.S.C.C. 10 5 2 0 43 48 12

H.K.C.C. 11 5 2 0 41 48 12

C.C.C. 8 5 0 0 41 31 10

Indian R.C. 8 4 1 0 37 35 9

Army T.C. 7 3 0 0 23 32 9

Kowloon C.C. 9 2 0 0 27 53 4

M.B.K. 6 1 0 0 12 30 2

S. China 7 1 0 0 21 41 4

Nippon C. 10 1 0 0 23 61 2

South China 9 K.I.T.C. 0

K.C.C. 6 Radio S.C. 3

H.K.C.C. 6 Civil Service 3

C.R.C. 9 Deutscher Club 0

Craigengower 6 Army T.C. 3

League Table to Date.

P. W. D. L. F. A. Pts.

C.R.C. 13 12 1 0 101 16 25

Recreation 12 12 1 0 77 28 25

S. China 10 8 0 0 65 25 16

H.K.C.C. 12 0 1 0 50 51 13

Y.M.C.A. 9 0 0 0 48 33 12

K.C.C. 9 5 1 0 43 46 11

University 7 5 0 0 43 19 10

Gratu. A. 9 5 0 0 4 39 10

I.R.C. 10 3 0 0 7 28 5

Radio S.C. 11 2 2 0 7 33 6

K.I.T.C. 12 2 1 0 35 73 5

C.C.C. 10 2 0 0 23 61 4

Deutscher 9 1 1 0 23 58 3

C.S.C.C. 11 0 1 0 26 63 1

Mixed Doubles.

Recreation 3 Indian R.C. 5

University 2 L.R.C. 7

C.R.C. 6 U.S.R.C. 3

League Table to Date.

P. W. D. L. F. A. Pts.

Indian R.C. 4 4 0 0 26 9 8

Chinese R.C. 4 3 0 0 1 23 12 6

Ladies' R.C. 5 3 0 0 23 21 6

Kowloon C.C. 2 1 0 0 1 10 7 2

Recreation 2 0 0 0 2 12 0

U.S.R.C. 2 0 0 0 2 5 0

University 3 0 0 0 3 4 23 0

beat Ormerod and Evans ..... 6-3

beat Freeman and Mathews ..... 6-4

beat Best and Burnett ..... 6-1

Reid and Beck (H.K.C.C.):—

lost to Ormerod and Evans ..... 4-6

drew with Freeman and

Mathews ..... 6-6

beat Best and Burnett ..... 6-3

Low and Hepburn (H.K.C.C.):—

lost to Ormerod and Evans ..... 3-6

drew with Freeman and

Mathews ..... 6-6

beat Best and Burnett ..... 6-2

C.R.C. Register Century.

The Chinese R.C. beat the

Deutscher Club by 9 sets to nil,

and thus brought their total of

sets to 101 against which are 16

sets—a truly remarkable record.

Scores:—

F. K. Lau and L. F. Hon

(C.R.C.):—

beat Neidt and Soltau ..... 6-3

beat Fisher and May ..... 6-0

beat Schmidt and Schult ..... 6-0

F. H. Kwok and M. K. Lau

(C.R.C.):—

beat Neidt and Soltau ..... 6-0

beat Fisher and May ..... 6-3

beat Schmidt and Schult ..... 6-4

Army T.C. Defeated.

Playing at home, the Craigengower C.C. defeated the Army T.C. by 6 sets to 3.

Scores:—

J. Howard and G. Kelly

(C.C.C.):—

beat C. Clarkson and I.

Jarman ..... 6-2

beat G. Halford and J. Oakley ..... 6-1

beat H. Ward and C.

Luckman ..... 6-3

E. S. Howard and H. C. Mok

(C.C.C.):—

lost to C. Clarkson and I.

Jarman ..... 3-6

lost to C. Halford and J.

Oakley ..... 5-7

beat H. Ward and C.

Luckman ..... 6-3

V. Sousa and F. Broadbridge

(C.C.C.):—

beat C. Clarkson and I.

Jarman ..... 6-4

lost to C. Halford and J.

Oakley ..... 5-7

beat H. Ward and C.

Luckman ..... 6-2

## MIXED DOUBLES.

Recreation Fight Hard.

The Club de Recreation played the  
Indian Recreation Club, at King's  
Park and lost by 6 sets to 3 to the  
holders of the "Dunlop" Shield.

Scores:—

Miss O. Ribeiro and A. V.

Remedios (Recreation):—

beat Miss Dorellan and S. A.

Rumjahn ..... 6-3

lost to Miss Geeks and C. A. L.

Rumjahn ..... 3-6

lost to Miss Rumjahn and

H. D. Rumjahn ..... 5-7

Miss C. Osmond and F. J.

Remedios (Recreation):—

lost to Miss Dorellan and

Rumjahn ..... 3-6

lost to Miss Geeks and Rum-

jahn ..... 3-6

lost to Miss Rumjahn and

Rumjahn ..... 3-6

Miss C. Botelho and V. Yvanno-

vich (Recreation):—

drew with Miss Dorellan and

Rumjahn ..... 6-6

drew with Miss Geeks and

Rumjahn ..... 6-6

beat Miss Rumjahn and Rum-

jahn ..... 6-3

## L.R.C. Success.

The University were defeated by  
the Ladies' Recreation Club by 7  
sets to 2 on the University ground.

Scores:—

Miss P. G. Kwok and A. L. Tsai

(U.):—

lost to Miss Thomas and

A. D. Humphreys ..... 0-6

lost to Capt. and Mrs. Ether-

ington ..... 0-6

lost to Mrs. Stafford Smith

and H. G. Armstrong ..... 0-6

Miss K. Tse and Y. K. Ng

(U.):—

lost to Miss Thomas and

Humphreys ..... 0-6

lost to Capt. and Mrs. Ether-

ington ..... 5-7

lost to Mrs. Stafford Smith

and Armstrong ..... 1-6

Miss R. Perry and F. Y. Khoo

(U.):—

beat Miss Thomas and Hum-

phreys ..... 6-2

beat Capt. and Mrs. Ethering-

ton ..... 6-3

lost to Mrs. Stafford Smith

and Armstrong ..... 0-6

## U.S.R.C. Defeated.

The match between the C.R.C.  
and the U.S.R.C. was played on the  
former's ground and resulted in a  
win for the home team by 6 sets to  
3.

Scores:—

Miss E. Lo and M. W. Lo

(C.R.C.):—

beat Mrs. Dook and Col.

Skinner ..... 6-2

beat Mrs. Keary and Col.

Robinson ..... 6-2

beat Mrs. Lochner and Capt.

Morgan ..... 6-3

Miss G. Lo and Ho Ka-lau

(C.R.C.):—

beat Mrs. Dook and Col.

Skinner ..... 7-5

lost to Mrs. Keary and Col.

Robinson ..... 4-6

drew with Mrs. Lochner and

Capt. Morgan ..... 6-6

Mrs. Chiu and You Man-kit—

lost to Mrs. Dook and Col.

Skinner ..... 5-7

drew with Mrs. Keary and

Col. Robinson ..... 6-6

beat Mrs. Lochner and Capt.

Morgan ..... 6-4

## INDIAN SANDHURST

To Be Opened Next  
Year.

CHOICE OF A SITE.

The Indian Sandhurst Committee  
has completed its agenda, leaving  
the location of the College to be  
settled after expert examination of  
the whole question. The choice of  
place now seems to lie between  
Dehra Dun and Satara, as Mhow is  
considered unsuitable owing to lack  
of water and of room for expansion,  
and Abbottabad is too remote.

It was decided that the Indian  
Army cadet, nominated for admis-  
sion to the College, must be under  
25 years of age, and in order that  
his promotion and pension may not  
be prejudiced by the advanced age  
at which he will be commissioned,  
it was decided that part of his term  
of service in the ranks should be  
reckoned in his qualifying period  
for promotion.

It was also agreed that the door  
should be left open for the nomina-  
tion to the College of candidates  
from the Indian Territorial Force  
and the Auxiliary Force, on the  
same footing and in the same  
category as the Indian Army cadet.  
This will give opportunities for  
commissioned service to types of  
men not ordinarily enlisted at all  
and the decision is considered most  
satisfactory.

## Technical Training.

Another question discussed was  
that of post-graduate course at  
schools of technical training, that  
is, for gunners, signallers, and  
pappers. It was considered that it  
would be unnecessary and costly to  
send the graduates to Britain; there  
is an Artillery School at Kakul, a  
Signalling School at Pabnapore,  
and a School for Sappers at Roop-  
kee and it was held that Cadets for  
those branches of the service could  
take their training



**Abstract**







1990



**LLOYD TRIESTINO**  
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**NEXT SAILINGS FROM HONG KONG**

|                    | For Shanghai & Japan | For Singapore & Italy |
|--------------------|----------------------|-----------------------|
| S.S. "VENEZIA-L"   | Aug. 2               | Aug. 2                |
| S.S. "TEVERE"      | Aug. 9               | Aug. 9                |
| M.V. "HILDA"       | Aug. 30              | Aug. 30               |
| S.S. "GANGE"       | Aug. 19              | Sept. 9               |
| M.V. "COL DI LANA" | Aug. 24              | Sept. 27              |
| S.S. "CRACOVIA"    | Sept. 22             | Oct. 4                |

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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$75 TO \$120 ON SALE.

**SAN FRANCISCO** via Shanghai, Japan Ports & Honolulu.  
ASAMA MARU ..... Wednesday, 5th August.  
TAIYO MARU ..... Tuesday, 18th August.  
**SEATTLE, VANCOUVER** via Shanghai & Japan Ports.  
HIYE MARU ..... Tuesday, 25th August.  
HEIAN MARU ..... Tuesday, 25th August.  
**LONDON, MARSEILLES, ANTWERP, ROTTERDAM** via Singapore, Penang, Colombo, Suez.  
SUWA MARU ..... Saturday, 8th August.  
FUSHIMI MARU ..... Saturday, 22nd August.  
**SYDNEY & MELBOURNE** via Manila & Port.  
KITANO MARU ..... Saturday, 22nd August.  
ATSUTA MARU ..... Saturday, 26th September.  
**BOMBAY** via Singapore, Penang & Colombo.  
IYO MARU ..... Tuesday, 11th August.  
† NAGATO MARU ..... Thursday, 27th August.  
**SOUTH AMERICA (West Coast)** via Japan, Honolulu, Los Angeles, Mexico, and Panama.  
BOKUYO MARU ..... Saturday, 12th September.  
**NEW YORK, BOSTON** via Panama.  
† ATAGO MARU ..... Tuesday, 4th August.  
† KURAMA MARU ..... Friday, 21st August.  
**LIVERPOOL** via Port Said, Suez, Constantinople, Genoa.  
† DELAGOA MARU ..... Thursday, 13th August.  
**CALCUTTA** via Singapore, Penang & Rangoon.  
† TOTTORI MARU ..... Saturday, 8th August.  
† AKITA MARU ..... Saturday, 15th August.  
**HANGHAI, KOBE & YOKOHAMA.**  
TOYOHASHI MARU ..... Sunday, 2nd August.  
TERUKUNI MARU ..... Thursday, 6th August.  
† CALCUTTA MARU (Kobe direct) Thursday, 6th August.  
† Cargo only.  
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Telephone 30291. (Private exchange to all departments.)

**O. S. K.**  
SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

| Ship                                                                                                                                                                     | Destination       | Day    | Date       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------|------------|
| RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.                                                                                 | Buenos Aires Maru | Thurs. | 3rd Sept.  |
| MOMBASA, ZANZIBAR, DAR-ESS-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN. THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo. | Africa Maru       | Thurs. | 6th Aug.   |
| BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila, Japan Ports (Frequent Service).                                                                           | Melbourne Maru    | Thurs. | 6th Aug.   |
| LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.                                                                                           | Atlas Maru        | Mon.   | 10th Aug.  |
| NEW YORK via Japan ports, Los Angeles & Panama. Call direct at Boston, Philadelphia & Baltimore.                                                                         | Kwansai Maru      | Tues.  | 15th Sept. |
| BOMBAY via Singapore, Penang & Colombo.                                                                                                                                  | Celebes Maru      | Mon.   | 3rd Aug.   |
| CALCUTTA via Singapore, Rangoon, Balaon, Del & Rangoon.                                                                                                                  | Himalaya Maru     | Sat.   | 1st Aug.   |
| HAIPHONG via Hanoi & Pakhol (Fortnightly).                                                                                                                               | Menado Maru       | Thurs. | 6th Aug.   |
| KEELUNG via Swatow & Amoy (3 p.m. every Sunday).                                                                                                                         | Deli Maru         | Thurs. | 30th July  |

For further particulars please apply to:—  
**OSAKA SHOSHEN KAISHA.**  
Telephone 23841.

**BRITISH WUCHOW LINE**  
SAILING DATES FOR JULY, 1931 (Subject to Change).  
DEPARTURE HOURS: Hong Kong 5.30 p.m. Wuchow 8 p.m.

| Steamer  | Leaves Hong Kong | Arrives Wuchow | Leaves Wuchow | Arrives Hong Kong |
|----------|------------------|----------------|---------------|-------------------|
| TAI HING | FRI. 31st        | SUN. 2nd       | MON. 3rd      | TUES. 4th         |

Ports of Call: Samshui, Shinghai, Tientsin & Doshing.  
Fares Return (not including meals) \$20.00.  
Meals and Wines are to be obtained on board.  
Hong Kong, Shanghai & Doshing, Agents.  
For further particulars apply to:  
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**WATER LEVELS.**  
Details for West, North and East Rivers.  
The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River, on the dates named:—

|                          | July 27 | July 28 |
|--------------------------|---------|---------|
| West River at Shihlung   | 24.4    | 23.6    |
| North River at Samshui   | 3.0     | 7.8     |
| North River at Tsingyuan | 14.0    | 13.4    |
| East River at Shihlung   | 4.0     | 3.4     |

The highest levels recorded are: Shihlung, 41 feet; Tsingyuan, 23.2 feet; Samshui, 27.5 feet; Shihlung, 11.5 feet.  
The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Shihlung.

**DOLLAR LINE BUYS GULF FLEET.**  
Vessels May Possibly Be Used for Pacific Trade.  
**NOTHING DEFINITE.**  
Under the name of the Portland California Steamship Company, the Dollar Steamship Lines purchased the 22 vessels comprising the former fleet operated in the Gulf and intercoastal trade, by the Trans-Marine Lines.  
The fleet was operated by the Trans-Marine Lines from 1924 to 1929. Nothing definite has been decided as to what use will be made of the vessels, but it has been intimated that possibly six of them will be used in the coastwise fleet of the Admiral Line and the balance in the trans-Pacific trade.

**THE ARAMIS.**  
New French Steamer for Far East.  
Paris, July 1.  
The shipping yard at la Seyne (near Toulon) has launched the mail-boat Aramis, intended for the line to Japan and China. Its length is 172.90; breadth, 21.20; and displacement 21,400 tons. There are two motors of 7,000 horsepower. The vessel will carry 193 first-class passengers, 181 second-class, 102 third-class, and 660 between decks.

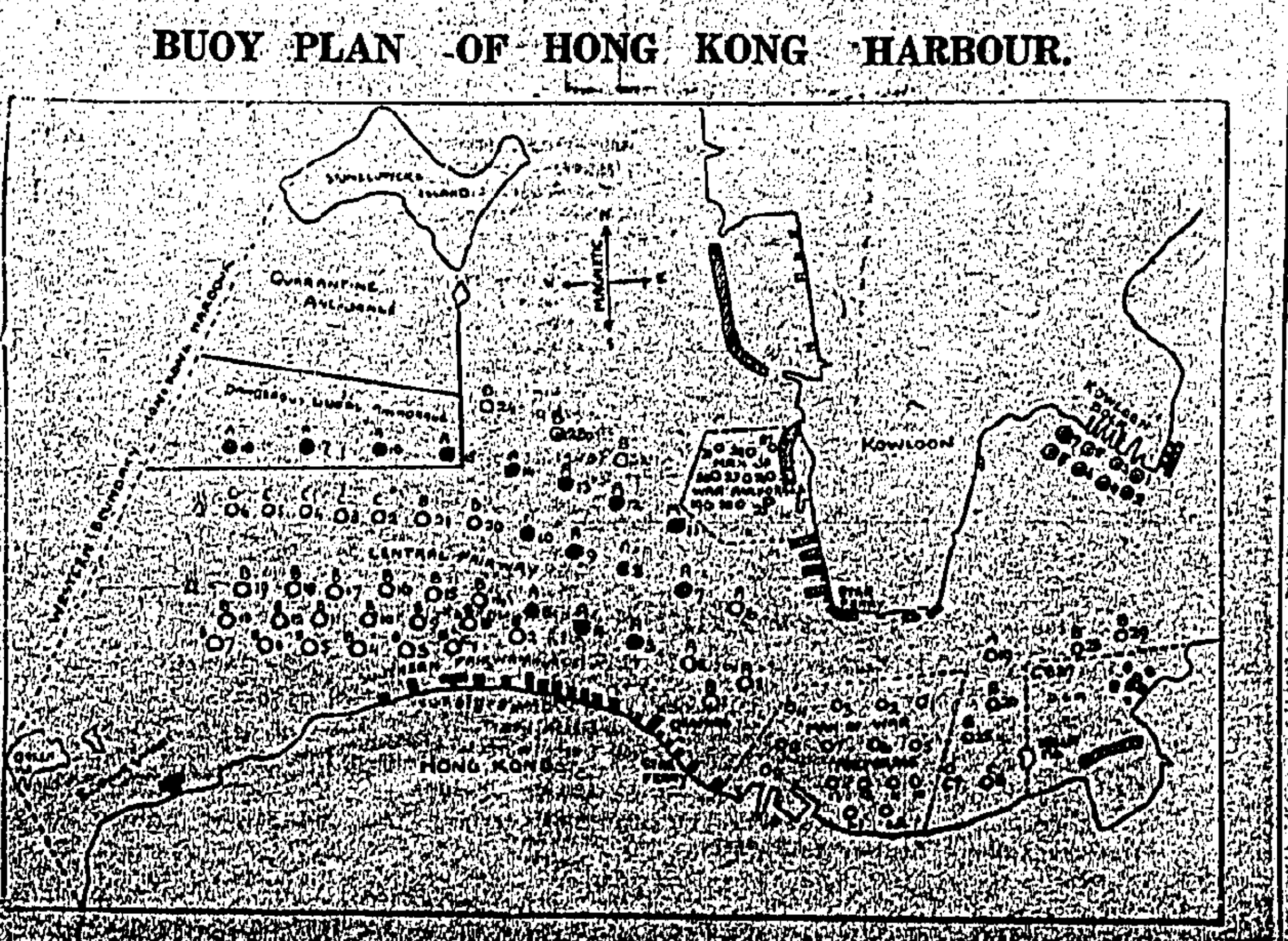
**ARRIVALS OF SHIPS.**  
Tuesday, July 28.  
Deli Maru, Japanese str., 1,293 tons, Capt. K. Sanada, from Canton, O.S.K. Pier—O.S.K.  
Sensan Maru, Japanese str., 1,688 tons, Capt. S. Miyazaki, from Newchwang, Yaumati Anchorage—D.K.K.  
Wednesday, July 29.  
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O. S. K. Wharf—O.S.K.  
Chung Hwa, Chinese str., 3,871 tons, Capt. Nakano, from Swatow, buoy No. A4—Shun Tai Hong.  
Corona, Norwegian str., 1,953 tons, Captain O. Klette, from Chinwangtao, Laichikok Anchorage—Dodwell & Co.  
Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A16—J.C.J.L.  
Dukat, Norwegian str., 761 tons, Capt. P. Ellertsen, from Bangkok, buoy No. C4—Chin Seng Hong.  
Empress of Asia, British str., 8,883 tons, Capt. A. V. R. Lovegrove, from Manila, Kowloon Wharf—C.P.S.  
Haiching, British str., 1,284 tons, Capt. Ellis Walker, from Foochow via Amoy and Swatow, Douglas Wharf—Douglas S.S. Co.  
Halvard, British str., 1,217 tons, Capt. A. Hall, from Saigon, buoy No. B16—Wo Fat Sing.  
Hydrangea, British str., 681 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf—Chiu On S.S. Co.  
Kinyuan, British str., 1,546 tons, Capt. J. Taylor, from Canton, buoy No. B9—B. & S.  
Liangchow, British str., 1,219 tons, Capt. D. Wilson, from Swatow, buoy No. B3—B. & S.  
Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, Stonecutters Anchorage—N.Y.K.  
Nanchang, British str., 1,488 tons, Capt. R. Turnbull, from Hoihow, buoy No. B14—B. & S.  
Santhia, British str., 4,841 tons, Capt. F. L. Bell, from Singapore, Kowloon Wharf—M. M. & Co.  
Tateishi Maru, Japanese str., 2,851 tons, Capt. R. Nagawa, from Sakito, buoy B24—M.B.K.  
Unita, Norwegian str., 2,848 tons, Capt. T. Messel, from Chinwangtao, buoy No. B26—Dodwell & Co.

**FUNNEL BLOWN OFF**  
London Vessel Crippled by Explosion in Fog.  
Tugs which dashed to sea from the mouth of the Tyne following a terrific explosion that was heard for miles are reported to have found the large oil-tanker, British Motorist, apparently crippled and with her funnel entirely blown away. She had obviously suffered severe damage.  
So loud was the explosion that many people on the coast at first thought there had been another earthquake.  
The British Motorist is 6,891 tons gross, registered at London, and is owned by the British Tanker Co., Ltd.

**WARSHIPS IN PORT.**  
The following British warships were in harbour to-day:—  
Caradoc—West wall dock.  
Moorhen—South wall.  
Odin—East wall.  
Otus—East wall.  
Sappho—In dock.  
Seraph—North arm.  
Serapis—North arm.  
Starmcloud—in dock.  
Tamar—Basin.  
Foreign.  
Mindanao—American gunboat.  
Regulus—French sloop.

**STEAMERS' MOVEMENTS.**  
The m.v. Japanese Prince from New York sails from Shanghai on July 30, and is expected to arrive here on August 1.  
The P. & O. s.s. Khyber left Shanghai for this port on July 28 at 4 p.m., and is due here on July 31 at about 8 a.m.  
The m.v. Siamese Prince which sailed from Hong Kong on May 23, arrived at Boston July 23 and New York on July 25.

**CONSIGNEES' NOTICES.**  
Consignees of cargo ex s.s. Benroch are reminded to take delivery of their goods which will be subject to rent after August 2.  
Consignees of cargo ex m.v. Hilda are reminded to take delivery of their goods which will be subject to rent after August 2.  
Consignees of cargo ex s.s. Tevere are reminded to take delivery of their goods which will be subject to rent after August 8.



**EMPRESS OF ASIA**  
SAILS  
**NOON—FRIDAY 31ST JULY**  
FOR  
**Victoria & Vancouver**  
via Shanghai and Japan  
**Low Fares to JAPAN**  
Unusual Reductions on the Empress Fleet.  
The Largest and fastest liners on the Pacific.

**SAILINGS**

| Ship              | Hong Kong | Shanghai | Kobe     | Yokohama | Honolulu | Vancouver |
|-------------------|-----------|----------|----------|----------|----------|-----------|
| Empress of Asia   | July 31   | Aug. 3   | Aug. 6   | Aug. 8   | —        | Aug. 17   |
| Empress of Canada | Aug. 15   | Aug. 18  | Aug. 20  | Aug. 22  | —        | Aug. 30   |
| Empress of Russia | Aug. 25   | Aug. 31  | Sept. 3  | Sept. 5  | —        | Sept. 14  |
| Empress of Japan  | Sept. 12  | Sept. 15 | Sept. 17 | Sept. 19 | —        | Sept. 27  |
| Empress of Asia   | Sept. 25  | Sept. 28 | Oct. 1   | Oct. 3   | —        | Oct. 12   |
| Empress of Canada | Oct. 10   | Oct. 13  | Oct. 15  | Oct. 17  | —        | Oct. 25   |
| Empress of Russia | Oct. 23   | Oct. 26  | Oct. 29  | Oct. 31  | —        | Nov. 9    |
| Empress of Japan  | Nov. 7    | Nov. 10  | Nov. 12  | Nov. 14  | —        | Nov. 22   |
| Empress of Asia   | Nov. 20   | Nov. 23  | Nov. 25  | Nov. 28  | —        | Dec. 7    |
| Empress of Canada | Dec. 5    | Dec. 8   | Dec. 10  | Dec. 12  | —        | Dec. 20   |
| Empress of Russia | Dec. 18   | Dec. 21  | Dec. 24  | Dec. 26  | —        | Jan. 4    |

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

**Special Through Fares To Europe**  
\$120—\$112—\$83—\$79

**HONG KONG—MANILA.**

| Ship              | Leave Hong Kong | Arrive Manila |
|-------------------|-----------------|---------------|
| EMPRESS OF CANADA | Aug. 7          | Aug. 9        |
| EMPRESS OF RUSSIA | Aug. 20         | Aug. 22       |

The Atlantic Blue Riband Empress of Britain 4 days 9 hrs. 27 mins.  
The Pacific Blue Riband Empress of Japan 7 days 20 hrs. 16 mins.  
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"PHILOTETES" 18th Aug. For Port Said, Marseilles, London, Rotterdam and Hamburg.

**LIVERPOOL SERVICE.**  
"LAOMEDON" 21st Aug. For Port Said, L'pool, Havre & Glasgow.  
"EUMAEUS" 1st Sept. For Port Said, L'pool, Havre & Glasgow.

**NEW YORK SERVICE.**  
"HEXENOR" 7th Aug. For Boston, New York, and Baltimore via Philadelphia and Singapore.

**PACIFIC SERVICE.**  
(via KOBE & YOKOHAMA).  
"PROTEUS" 22nd Aug. For Victoria, Vancouver & Seattle.  
"IXION" 17th Sept. For Victoria, Vancouver & Seattle.

**INWARD SERVICE.**  
"AGAPENOR" Due 2nd Aug. For S'hai, Kobe & Yokohama.  
"EUMAEUS" Due 8th Aug. For Shanghai & Hankow.

Also cargo steamers with limited passenger accommodation at specially reduced fares.  
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FIRST CLASS FARE TO SYDNEY, 47/6 RETURN.  
LONDON (via Australia) from 118/16 S.  
(Australian Newspapers by Mail)

| STEAMER  | Due Hong Kong | Leave Hong Kong | Leave Hong Kong | Leave Hong Kong |
|----------|---------------|-----------------|-----------------|-----------------|
| CHANGTAE | Aug. 5        | Aug. 12         | Aug. 19         | Aug. 26         |
| TAIPING  | Aug. 12       | Aug. 19         | Aug. 26         | Sept. 2         |
| CHANGTAE | Aug. 19       | Aug. 26         | Sept. 2         | Sept. 9         |
| TAIPING  | Aug. 26       | Sept. 2         | Sept. 9         | Sept. 16        |

**AUSTRALIAN-ORIENTAL LINE, LIMITED**  
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| S.S.        | Tons   | From<br>Hong Kong<br>About | Destination.                                                             |
|-------------|--------|----------------------------|--------------------------------------------------------------------------|
|             |        | 1931.                      |                                                                          |
| *KHYBER     | 9,000  | 1st Aug.<br>Noon           | Marseilles, London, Rotterdam, Ant<br>werp & Hull.                       |
| *KIDDERPORE | 5,300  | 5th Aug.                   | Straits, Colombo & Bombay.                                               |
| *SOMALI     | 6,800  | 8th Aug.                   | Marseilles, Gibraltar, Havre, London,<br>Hamburg, R'dam, Antwerp & Hull. |
| RAJPUTANA   | 17,000 | 15th Aug.                  | Bombay, Marseilles & London.                                             |
| *ALIPORE    | 5,300  | 10th Aug.                  | Straits, Colombo & Bombay.                                               |
| *PADUA      | 6,000  | 22nd Aug.                  | Marseilles, Havre, London, Hamburg,<br>Rotterdam, Antwerp & Hull.        |
| *KARMALA    | 9,000  | 20th Aug.                  | Marseilles, London, Rotterdam, Ant<br>werp & Hull.                       |
| *CATHAY     | 15,000 | 12th Sept.                 | Bombay, Marseilles & London.                                             |
| *BOUDAN     | 6,800  | 10th Sept.                 | Marseilles, Havre, London, Hamburg,<br>Rotterdam & Antwerp.              |
| *KALYAN     | 9,000  | 20th Sept.                 | Marseilles, London, Rotterdam, Ant<br>werp & Hull.                       |

|         | 1931.  |           |                                 |  |
|---------|--------|-----------|---------------------------------|--|
| *TILAWA | 10,000 | 8th Aug.  | } Singapore, Penang & Calcutta. |  |
| SANTHIA | 8,000  | 23rd Aug. |                                 |  |
| TALMA   | 10,000 | 8th Sept. |                                 |  |

\* Calls Port Swettenham.

### **EASTERN & AUSTRALIAN SAILINGS (South)**

|         |       |                    |                                                  |
|---------|-------|--------------------|--------------------------------------------------|
| NELLORE | 7,000 | 1st Aug.<br>2 p.m. | Manila, Rabaul, Brisbane, Sydney<br>& Melbourne. |
| TANDA   | 7,000 | 2nd Sept.          |                                                  |
| NANKIN  | 7,000 | 2nd Oct.           |                                                  |

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The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

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| 1931.       |           |                                  |                                    |
|-------------|-----------|----------------------------------|------------------------------------|
| SANTHIA     | 8,000     | 31st July                        | Amoy, Moji, Kobe, Y'hama & Osaka   |
|             |           | Daylight                         |                                    |
| KARMALA     | 9,000     | 31st July                        | Shanghai, Moji, Kobe & Yokohama.   |
| TARMA       | 7,000     | 7th Aug.                         | S'hai, Moji, Kobe, Osaka & Y'hama  |
| *SODIAN     | 6,800     | 8th Aug.                         | Shanghai, Kobe & Yokohama.         |
| CATHAY      | 15,000    | 14th Aug.                        | Shanghai, Kobe & Yokohama.         |
| TALMA       | 10,000    | 14th Aug.                        | Amoy, S'hai, Moji, Kobe & Osaka.   |
| *NANKIN     | 7,000     | 27th Aug.                        | Shanghai, Kobe & Yokohama.         |
| KARAKA      | 7,000     | 28th Aug.                        | T'WOS, Moji, Kobe & Yokohama.      |
| K. 9,000    | 28th Aug. | Shanghai, Moji, Kobe & Yokohama. |                                    |
| *ST. ALBANS | 4,500     | 31st Aug.                        | S'hai, Moji, Kobe, Osaka & Y'hama. |

\* Cargo only. † Calls Nagoya.  
† Calling Wei-hai-wei, Tsingtau & Shanghai on return from Japan.

*All dates are approximate and subject to alteration without notice.*  
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Hong Kong April 2, 1934.

The fifth and last volume of the official history of operations at sea was published in mail week. The author, Sir Henry Newbolt, states in his preface that a work of the kind could not be the work of one hand, and admits that his own part in the business has been mainly "architectural." We interpret this as a declaration that the public is as much indebted to the secretary of the naval history section and his staff as it is to the official historian.

The fifth volume opens in April, 1917, when the German submarine campaign against commerce was endangering the British Empire and the Alliance; and the Admiralty's appreciation of the danger is described at great length. It must be said that this opening chapter is not very clear or satisfactory. It would appear, however, that in April, 1917, the Admiralty Staff and the first Sea Lord hesitated to adopt the measures which afterwards proved decisive, and that they had grounds for hesitating. It is now a matter of common knowledge that the convoy system proved to be the final strategic counter to the submarine campaign; but in April, 1917, the wisest and most experienced seamen in the Navy were doubtful as to its efficacy. Lord Jellicoe, however, decided to try the system, and one thing at least appears from this long and rather turgid opening chapter: It might now be argued that the convoy system could have been tried before; but it is hard to conceive that at the time any responsible persons would have ordered its institution earlier. Indeed, when adjusted to the circumstances in which it was made, Lord Jellicoe's order that a convoy system should be tried reads like the decision of a great commander. He was being pressed by persons on whose judgment he could not possibly have relied; and his own advisers were more than doubtful. His decision relieved the country of an extraordinary danger, and generations of Britons should be grateful to him for deciding wisely in circumstances of extraordinary difficulty.

The first volume of the official history was fairly magnificent. Keyes had to be content to watch the execution of his plans from a destroyer exposed to the enemy's barrage. In all naval history a commander has never occupied a position demanding greater judgment and, what is more important still, reliance on his own judgment.

The official narrative of these blocking expeditions confirms what German writers have always claimed, that the harbours were not blocked and that submarines continued to use them freely. The expeditions were worth attempting, and they constitute a noble record of fine leadership, high courage, and professional knowledge; but they did not check or influence the submarine campaign, as was imagined at the time. Indeed, if the convoy system is excepted, the only decisive success against the German U-boats was scored in the Dover Straits, and on this point the history puts a number of exceedingly interesting facts on record. Few persons realise that when Sir Roger Keyes took command at Dover (January, 1918) German submarines had passed through the Straits practically unimpeded since War began, yet this is no exaggeration. The plan which Sir Roger Keyes was responsible for was the most successful of its kind. Thirteen German submarines were sunk in the Dover Straits during his command, and this is an achievement to which there is no parallel in any other theatre of the submarine campaign. The enormous operation known as the laying of the northern barrage was a comparative failure.

Now that the whole record of the War at sea is before us, it is only right to say that the record proves how just and prophetic was the strategic doctrine of the first official historian—Sir Julian Corbett. Throughout his life Sir Julian endeavoured to show that a naval battle was an incident in a far greater operation—the control of maritime communications. We have now before us an elaborate proof, in five closely written volumes, that the Battle of Jutland did not divert the War from its course, and that, if the convoy system had not been

instituting, Great Britain would have been defeated at sea. It would be difficult to find a better illustration of Sir Julian Corbett's doctrine. And it should never be imagined that, this is a mere philosophic abstraction which is only of interest to scientific students of war. Public interest in naval affairs and a general comprehension of what constitutes maritime security is essential to the safety of an island Power which is ruled by freely elected Governments; and the message of these five volumes of official history is as clear and as incisive as the teachings of a text-book in logic. If the history of the naval war proves anything, it proves that a proper defence system against submarine war must henceforward be considered as the main defensive system of the British Empire. If we possess enough forces to repeat the achievements of the last two years of the War we may say that our naval forces are a sufficient defence against the greatest danger that can overtake us: if we possess less than this we are exposed to repetition of the extraordinary perils which Lord Jellicoe just averted.—Ex.

the Board. Sir Roger Keyes discarded nearly all the more important suggestions of his predecessors and decided resolutely to trust to his own plan. The description of the attacks upon the Flanders bases is interesting in that it shows the difficulties of execution in a manner that no previous description has done. When once the expedition was fairly launched, Sir Roger Keyes had to be content to watch the execution of his plans from a destroyer exposed to the enemy's barrage. In all naval history a commander has never occupied a position demanding greater judgment and, what is more important, still reliance on his own judgment.

The official narrative of these blocking expeditions confirms what German writers have always claimed, that the harbours were not blocked and that submarines continued to use them freely. The expeditions were worth attempting and they constitute a noble record of fine leadership, high courage, and professional knowledge; but they did not check or influence the submarine campaign, as was imagined at the time. Indeed, if the convoy system is excepted, the only decisive success against the German U-boats was scored in the Dover Straits, and on this point the history puts a number of exceedingly interesting facts on record. Few persons realise that when Sir Roger Keyes took command at Dover (January, 1918) German submarines had passed through the Straits practically unimpeded since War began, yet this is no exaggeration. The plan which Sir Roger Keyes was responsible for was the most successful of its kind. Thirteen German submarines were sunk in the Dover Straits during his command, and this is an achievement to which there is no parallel in any other theatre of the submarine campaign. The enormous operation known as the laying of the northern barrage was a comparative failure.

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extends.

No claims will be admitted after the  
Goods have left the Godown, and a  
Goods remaining undelivered after the  
3rd August will be subject to rent.

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be presented to the Underwriter on or  
before the 13th August or they will  
not be recognised.

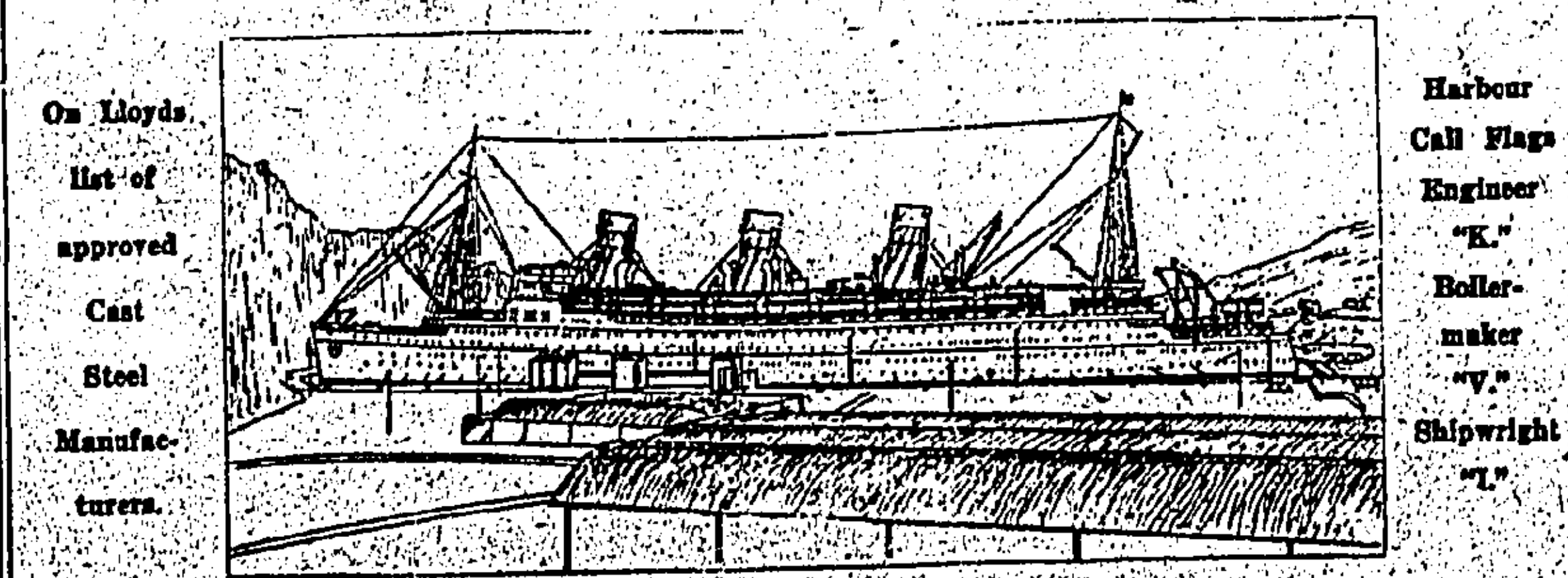
All broken, chafed, and damaged  
Goods are to be left in the Godown  
where they will be examined on 13th  
August, 4, 10 and 12 noon, and  
veyors Messrs. Goddard & Douglas.

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# The China Mail

Thursday, July 30, 1931.  
Sixth Moon, 16th Day.

ESTABLISHED  
1845

大英七月三十號 禮拜四  
中華民國辛未年六月十六日

HONG KONG, THURSDAY, JULY 30, 1931.

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## NEGROES' ABBEY SERVICE.

Dance Tribute at Statue  
of Lincoln.

A CURIOUS SCENE.

Numbers of negroes went to Westminster Abbey to attend a special service for them—the first of the kind ever held there—and afterwards paid homage in strange fashion before the statue of Abraham Lincoln in Parliament Square.

It was a curious scene. Lincoln stood in front of his carved stone chair and smiled benignly as usual. There was a brand new wreath of mauve and white "everlasting" flowers at the broad base of his statue. It had just been placed there reverently by a negro from Lincoln's own country.

A group of ebony-skinned men from America, the West Indies, and South Africa stood bare-headed in front of it. They wore white duck trousers and blue coats across which white and mauve ribbons—the colours of the Order of the Elks they represented—were slashed broadly. In their hands they held Panama or straw hats.

Famous Words.

Dr. Harold Moody, taller rather than the rest of his fellow negroes and wearing a frock coat, briefly related to them the facts of Lincoln's life, told them of his struggle to emancipate the coloured man and ended with the famous words—"With charity to all."

Then a party of negroes clasped hands round the statue, danced with long steps and sang "Auld Lang Syne." Other negroes standing outside the enclosure joined in. It was a chorus of musical voices. A few coloured women stood with the men, and now and again a curly headed baby peeped shyly from behind his mother's skirts.

Nearly all the negroes who attended the special service are working in London.

Many of the worshippers who went to Westminster Abbey inquired why a few rows of stalls near the choir had been raffled off. Presently they knew the reason. About twenty-five negroes, men, women, and children, came in, walking slowly from the main door. They were special representatives—others were scattered through the abbey.

Band of Pilgrims.

The distinguished negroes carried wreaths, of lilies and mauve ribbons which matched their ribbons. Their leader wore an apron of mauve and white. One of them bore a large lettered banner, but this he was asked to fold up.

Some of them had never before been in Westminster Abbey. As they heard the silvertinted choir-boys' voices they raised their heads in awe. A shaft of broad yellow light bronzed their black faces and gave them the profundity of Epstein statues.

After the service and a short sermon the negroes gathered up their wreaths and formed themselves into a band of pilgrims to be conducted through the abbey.

Not far from the grave of the Unknown Warrior their guide stopped and indicated a stone on the floor. Here lay Livingstone, the great African explorer and missionary. One of the wreaths found resting-place on this stone; then Lord Macaulay was honoured in a similar fashion. They lingered by the grave of Wilberforce, who brought about the emancipation of the negro in the British Empire.

## STILLMAN DIVORCE CASE.

End of Long Action in  
United States.

After years of litigation, scandal and untold columns of newspaper publicity and sensation, one of America's most famous divorce cases came to an end when Mrs. Ann Urquhart Stillman obtained a divorce from Mr. James A. Stillman, the New York banker.

Immediately after the decree of divorce was delivered Mrs. Stillman married Mr. Fowler McCormick, a grandson of both Mr. John D. Rockefeller, Sr., and Mr. Cyrus McCormick of the great International Harvester Company.

Both the trial of Mrs. Stillman's divorce suit and her marriage to Mr. McCormick were kept most secret until after they had occurred.

But the news of the marriage of Mrs. Stillman and Mr. McCormick recalled the famous Stillman case of a decade ago. The domestic rift in the Stillman family apparently had been patched up after, for four years, Mr. Stillman had sought in vain to obtain a divorce, naming as co-respondent an Indian guide whom Mrs. Stillman employed at her estate in the Canadian woods.

Mrs. Stillman's new husband is the son of Mrs. Edith Rockefeller McCormick, a daughter of Mr. John D. Rockefeller of Standard Oil fame. His father is the son of Mr. Cyrus McCormick, who invented the reaper and who subsequently built up one of the country's greatest industries.

JUMBO'S DECLINE.

"Artist From Trunk  
to Tail."

Did Mary, the 24-year-old, two and a half-ton elephant, die of love-sickness or from injuries received when the coach in which she was travelling to fulfil an engagement was involved in a minor collision? This question was debated in Court in Paris when the elephant's owner, M. Grossi, claiming that death was due to injuries, sought damages. Mary had a big reputation as a harpist, saxophonist and juggler with hand-balls, besides her natural trumpeting.

"She was an artist from trunk to tail," said M. Grossi, "but after the collision she lost all desire to exhibit, her talent declined and she died."

The railway company's counsel pleaded that Mary was a notorious neuraesthenic and called evidence to prove that her injuries were of the slightest and were not responsible for her death. The real cause of Mary's fading away was because she was tired of her artificial loveless life.

M. Grossi rejoined, "She has always shown a high-minded satisfaction in the sacrifice of her normal life to her art."

Judgment was reserved.

CONVICTS' MUTINY.

Five Killed Before  
Outbreak Quelled.

Sofia, July 9.  
A dangerous mutiny is reported from a convict prison near Hliven in south Bulgaria, where a group of convicts returning to their cells from their daily walk suddenly attacked and overpowered the warders and took their arms, there-

upon opening all the cells and liberating the occupants. The alarm having been given, the main prison guard opened fire on the mutineers, who had already escaped beyond the prison walls and a severe fight ensued, in the course of which five convicts were killed and a score of persons on both sides were wounded.

Order was finally restored after the arrival of reinforcements, and it then being discovered that numerous prisoners were missing, troops invested the town to prevent their flight.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, Business Manager, at 3A, Wyndham Street, Hong Kong.

## BOW BELLS IN DANGER.

Walls Cracked and Roof  
Leaking.

APATHY OF THE PUBLIC.

Unless funds are immediately forthcoming, one of the most famous churches in the British Empire will have to be permanently closed as the only alternative to its collapse, says the Morning Post.

The church of St. Mary-le-Bow, home of the world-famous "Bow Bells," has long been in desperate need of money. Five and a half years ago the bells were silenced on their being found to be cracked, and an appeal was launched for £15,000 with which to have them rehung and the church itself repaired. Yet such is the apathy of the public that so far only £2,800 has been contributed.

A fortnight ago it was discovered that serious cracks had occurred in the walls of the church, and that a large portion of the ceiling over the South Aisle was in a dangerous state owing to the ravages of the death-watch beetle and rot caused by frequent leakage of water.

The City Surveyor, who was at once summoned, and an exhaustive examination of the whole edifice was carried out. In the subsequent report, which has just been issued, it was stated that cracks and fissures were general over the whole building, that the east wall was leaning outwards, and that it was essential that repair work should be started without delay. The total cost for those repairs which were found to be absolutely necessary, together with minor alterations, was estimated at between \$3,300 and \$3,500.

Certain portions of the church which have not been inspected since the days of Sir Christopher Wren, who was the architect, were also surveyed, and it was found that dry rot has so far affected the roof beams that the roof itself will be threatened before long.

Mr. J. J. Kemp, one of the churchwardens, stated: "The damage to the roof and the walls became apparent overnight. Great gaps were noticed in the roofing of the South side which made it imperative that the roof should be chored up without delay. This was done, and we are now wondering how we are going to accumulate the funds for those repairs which are obviously necessary."

"Ours is one of the poorest of the City churches—our income is only £550 a year, barely enough to pay the expenses of maintenance—and our only hope is now either to borrow from the Ecclesiastical Commissioners or to make a fresh appeal to the public."

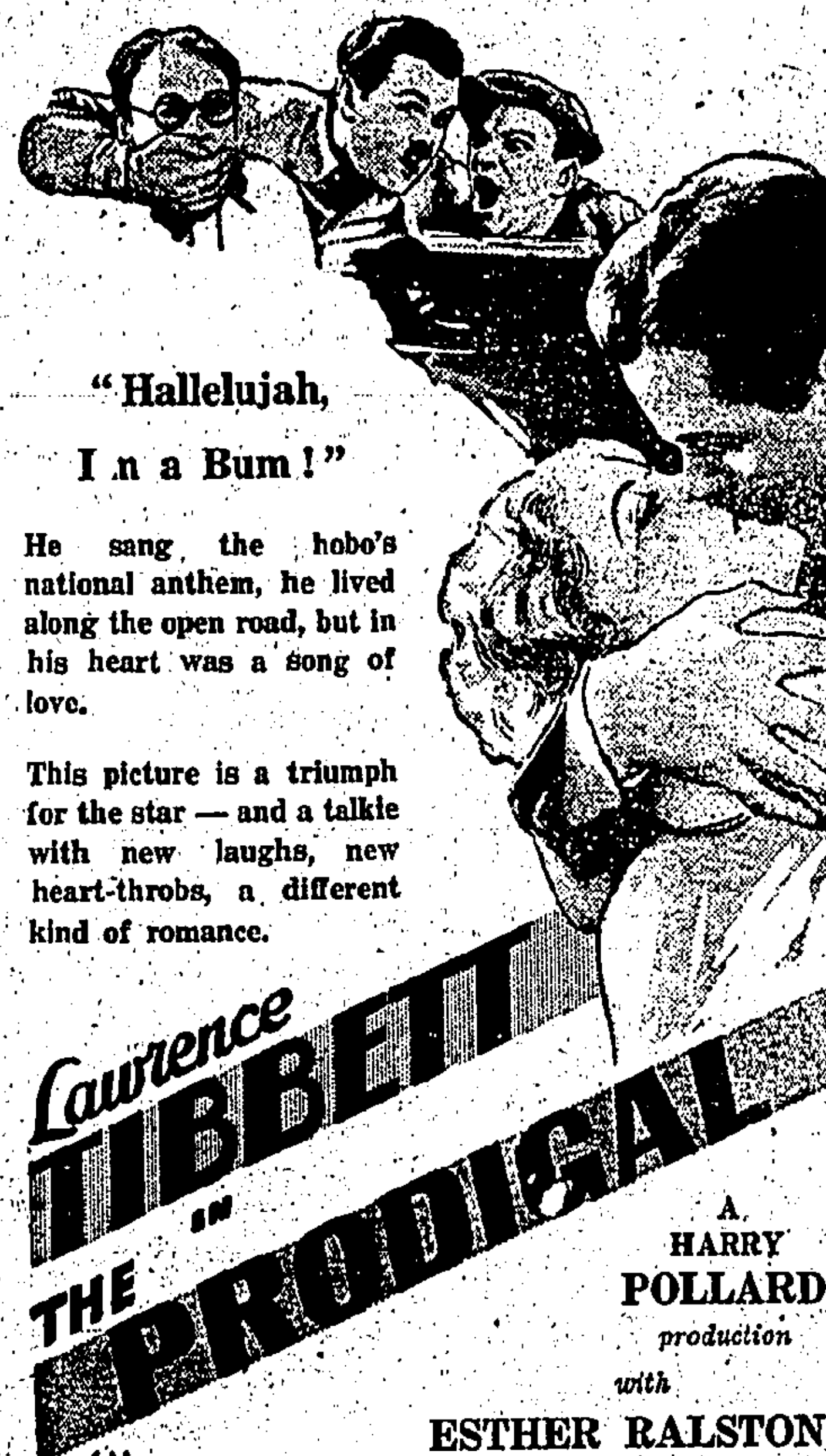
"If the money is not forthcoming, and forthcoming quickly, we shall have no alternative but to close the church."

upon opening all the cells and liberating the occupants. The alarm having been given, the main prison guard opened fire on the mutineers, who had already escaped beyond the prison walls and a severe fight ensued, in the course of which five convicts were killed and a score of persons on both sides were wounded.

Order was finally restored after the arrival of reinforcements, and it then being discovered that numerous prisoners were missing, troops invested the town to prevent their flight.

## AMUSEMENTS

AT THE  
QUEEN'S TO-DAY TO  
SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.



"Hallelujah,  
I'm a Bum!"

He sang the hobo's  
national anthem, he lived  
along the open road, but in  
his heart was a song of  
love.

This picture is a triumph  
for the star—and a talkie  
with new laughs, new  
heart-throbs, a different  
kind of romance.

Lawrence  
TIBBET  
THE  
PRODIGAL

A  
HARRY  
POLLARD  
production

with  
ESTHER RALSTON  
ROLAND YOUNG  
CLIFF EDWARDS

SPECIAL ADDED ATTRACTION

OUR GANG

in "LOVE BUSINESS"

NEXT CHANGE

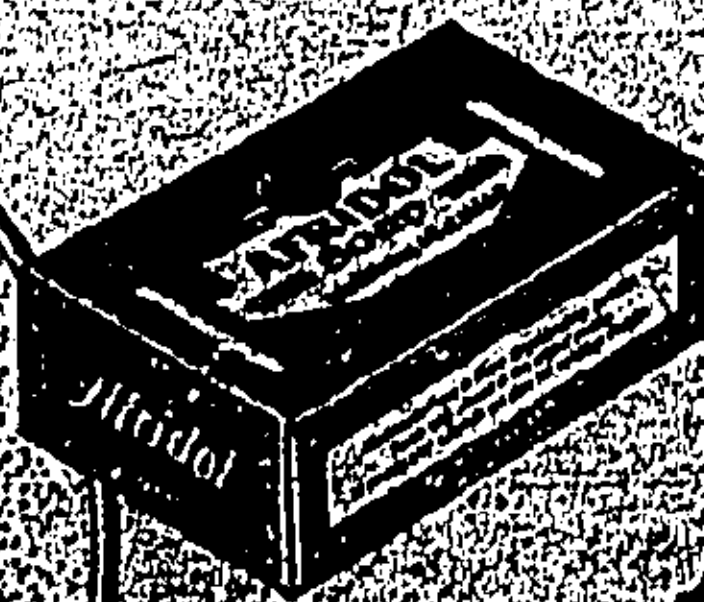
Joan  
CRAWFORD



Back of the front page under-  
world drama, beautiful Joan  
crashes to an exciting climax as  
the screen has shown! Gun-  
play! Girls! Heart-throbs!

DANCE FOOLS  
DANCE

Directed by  
HARRY  
BEAUMONT



Afridi  
Soap

Prevents and Cures  
SKIN DISEASES

Prickly Heat